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U. S. DEPARTMENT OF AGRICULTURE,
DIVISION OF STATISTICS—BULLETIN NO. 15, REVISED. MISCELLANEOUS SERIES.
JOHN HYDE, Statistician.

CHANGES IN THE RATES OF CHARGE

FOR

RAILWAY AND OTHER TRANSPORTATION SERVICES.

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BY

H. T. NEWCOMB.

REVISED BY

EDWARD G. WARD, Jr.,
Expert in Transportation Statistics.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1901.

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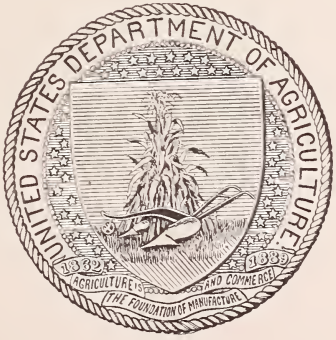

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1901.

LETTER OF TRANSMITTAL.

U. S. Department of Agriculture,
Division of Statistics,
Washington, D. C., October 31, 1901.

Sir: I have the honor to transmit herewith revised copy of a Report on Changes in the Rates of Charge for Railway and other Transportation Services. This report was originally prepared by Mr. H. T. Newcomb, former chief of the section of freight rates in this Division, and has been revised for republication by Mr. Edward G. Ward, jr., the present expert in transportation statistics.

The report deals not only with the charges for the transportation of agricultural products to the principal markets and seaports, but also with those for furniture, agricultural implements, dry goods, boots and shoes, and other commodities used by the farmer, from New York to Chicago, St. Louis, and other important distributing points in the Western States and on the Pacific coast.

The report includes, in addition, tables containing certain information in regard to passenger rates. While this is of much less interest to the farmer than are the rates charged for the transportation of the products of his fields and of the commodities which he has to purchase, it constitutes no unimportant part of the transportation problem, and no justification for its inclusion need be offered.

The entire subject is treated historically, the tables in the case of some of the older railroads extending over a period of fifty years.

I respectfully recommend the republication of this comprehensive report as Bulletin No. 15, Revised, Miscellaneous Series, Division of Statistics.

Respectfully,

John Hyde, *Statistician.*

Hon. James Wilson,
Secretary of Agriculture.

INTRODUCTION TO REVISED EDITION.

The Report on Changes in the Rates of Charge for Railway and other Transportation Services, of which this is a revision, was published in 1898, and covered a period extending from the earliest times for which satisfactory statistics of railroad rates were available to and including the year 1897. Within recent months numerous requests for a revision and republication of this report have been received. The present issue extends the tables contained therein so as to embrace a period ending with the year 1900.

The figures for the last three years show so little difference in the economic aspect of this phase of the transportation subject that it has been found unnecessary to change the text of the report, except in instances where figures of a later year have replaced those originally used for illustrative purposes.

Although the average revenue from freight per ton per mile carried by all railroads shows a slight increase in 1900 as compared with the preceding year, it would not justify the deduction that the downward tendency of freight rates had been definitely checked. So many and such widely divergent factors influence the average yearly rates, which include all commodities and all railroads, that a small difference in the rates between any two consecutive years has substantially no value in determining the general trend of freight charges.

Perhaps the most notable fact established by the addition of data for the last three years is the great increase in the aggregate volume of traffic movement. In 1896 the average number of tons carried 1 mile per mile of road operated by all railroads was 523,832. The ton-miles per mile of line for 1900 is reported as 735,366, an increase in the density of freight traffic of over 40 per cent in four years. The unprecedented industrial activity of the last two years has been enabled, through the adoption of cars of larger tonnage capacity and the employ ment of heavier locomotives, to produce this result.

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CHANGES IN THE RATES OF CHARGE FOR RAILWAY AND OTHER TRANSPORTATION SERVICES.

SOURCES OF INFORMATION.

The following pages contain the principal results of a study of the changes in the charges exacted for the services performed by the various carriers engaged in transporting persons and property over the more important rail, lake, river, and canal routes in the United States. Aside from the attempt to establish the averages for the years 1867 to 1887, inclusive, shown in Tables 1 and 54, which are submitted in the belief that they represent with approximate accuracy the entire railway system of the United States, and the discussion of the relation between declining prices and declining rates with which the report concludes, the work of this office has been confined to the collection, continuation, adaptation, and arrangement of data, many of which have been separately published elsewhere.

Most frequent use has been made of the report of the Committee on Finance of the United States Senate, prepared by Mr. C. C. McCain, former auditor of the Interstate Commerce Commission, which was published in 1892 as part of the report on prices and wages issued by that committee and popularly known as the "Aldrich Report." Many of the tables in the present pamphlet consist of averages of rates contained in that report, data for the later years only having been gathered from original sources.

The successive numbers of Poor's Manual of Railroads, the annual reports of the statistician to the Interstate Commerce Commission, and the reports of the New York Produce Exchange, the Chicago Board of Trade, the Cincinnati Chamber of Commerce, the St. Louis Merchants' Exchange, and other commercial organizations, as well as numerous periodical publications, have all been resorted to for important material.

The generous aid of prominent officials of railway and other transportation companies has materially assisted in the collection of the data here presented, and the generally prompt and cordial compliance, involving a considerable expenditure of time and effort on their part, with the numerous requests of this office is most heartily appreciated. Thanks are also due to the Interstate Commerce Commission and its

officers for numerous data that would not otherwise have been available, and to Mr. C. C. McCain, commissioner of the Association of Lake Lines, for valuable assistance and suggestions. In the revision of the report, Mr. J. M. Smith, auditor; Mr. W. E. Burleigh, assistant statistician; and Mr. R. G. Batten, officials of the Interstate Commerce Commission, rendered valuable assistance. Grateful acknowledgments are extended to the foregoing and to all who furnished information or suggestions for this report.

CURRENCY VALUES REDUCED TO EQUIVALENTS IN GOLD.

In order to adjust all comparisons to a uniform standard and to render as historically accurate as possible not only the general tendency shown but the actual extent of the movement in accordance therewith, every figure representing a price or rate charged during the period in which the gold coin of the United States was at a premium over the various forms of currency in circulation has been reduced as nearly as possible to its equivalent in gold. Owing to the partially speculative nature of the recorded values of gold and to the inertia of prices and rates which retard their adjustment to correspond with variations in the value, as compared with the prices of other commodities and the rates for other services, of the unit of the currency by which they are measured, it is obvious that the relation between the amount of a particular payment for a commodity or a service and that which would have been exacted had gold coin continued to be the measure of prices can not be fixed with certainty.

Though this fact in no way relieves the investigator from the obligation to seek to render his results as fairly comparable as possible among themselves and with prices or rates charged at the present time, by relating them as accurately as practicable to a common standard, it imposes a second obligation to eschew obscure or complex methods of reduction which give an appearance of accuracy that, from the nature of the case, must be misleading, and to select methods so simple that the student can not only fully comprehend them but can also retrace every step of the process, and, if he so desires, reproduce the original data.

In accordance with this principle, and because during the period from January 1, 1862, to September 30, 1879, the average date of the termination of the fiscal years of the railways for which data are shown was nearer to the termination of the third than to that of any other quarter of the calendar year, the means of the daily currency values of gold during the years ending with September 30 have been assumed to represent the true relation between amounts stated in currency and their equivalents in gold, and have been applied to all data for the corresponding years in Tables 1, 3, 4, 5, 7, 8, 9, 10, 56, 57, 58,

59, 60, and 61. The average currency value of $1 in gold during each year ending with September 30 from 1862 to 1879, inclusive, is given below:

Year.	Value.	Year.	Value.
1862	$1.056	1871	$1.118
1863	1.406	1872	1.120
1864	1.848	1873	1.147
1865	1.765	1874	1.108
1866	1.418	1875	1.139
1867	1.391	1876	1.131
1868	1.406	1877	1.063
1869	1.354	1878	1.014
1870	1.185	1879	1.001

To all other tables, except in a few instances to which attention is directed by footnotes, the following averages representing the value in currency of $1 in gold during each calendar year from 1862 to 1878, inclusive, have been applied:

Year.	Value.	Year.	Value.
1862	$1.133	1871	$1.117
1863	1.452	1872	1.124
1864	2.033	1873	1.138
1865	1.573	1874	1.112
1866	1.409	1875	1.149
1867	1.382	1876	1.115
1868	1.397	1877	1.048
1869	1.330	1878	1.008
1870	1.149		

RAILWAY FREIGHT TRAFFIC.

Table 1 shows certain averages pertaining to the volume of freight traffic and to the revenue derived therefrom, which, together with similar averages relating to the transportation of passengers, constitute the principal original matter of this report. The Bureau of Statistics of the Interstate Commerce Commission was organized during 1888, and has subsequently collected statistics which are comparable with those for the earlier years shown in the table, and it was therefore considered unnecessary to bring this portion of the work of this office down to a later year than 1888. Through the courtesy of the Interstate Commerce Commission, it has been possible to complete the table by the inclusion of some averages obtained from the records of that office that have not been published heretofore, as well as those from its annual reports.

TABLE 1.—*Volume of traffic, efficiency of service, and earnings.*

Year.	Average number of tons carried per mile of road operated.	Average number of tons carried 1 mile per mile of road operated.	Average mileage of freight trains per mile of road operated.	Average number of tons carried per mile run by freight trains.	Average number of tons carried 1 mile per mile run by freight trains.	Average distance carried per ton.	Average revenue from freight per mile of road operated.	Average revenue from freight per mile run by freight trains.	Average revenue from freight per ton carried.	Average revenue from freight per ton per mile carried.
						Miles.				*Cents.*
1867	3,271	279,712	3,693	0.867	80.77	101.23	$5,301.53	$1.46.189	$1.69.245	1.925
1868	3,015	271,725	3,137	.858	82.99	95.88	4,680.53	1.45.385	1.58.128	1.810
1869	3,087	303,493	2,974	.987	92.88	106.02	4,616.48	1.54.021	1.53.763	1.709
1870	2,973	268,694	3,368	.856	81.72	97.67	4,829.52	1.49.322	1.66.955	1.889
1871	3,630	353,796	3,659	.921	91.19	100.87	5,171.17	1.55.585	1.65.792	1.789
1872	3,566	331,958	4,006	.877	84.92	95.68	5,519.71	1.48.071	1.60.980	1.846
1873	3,365	354,716	3,152	.932	93.44	103.89	5,147.64	1.50.350	1.57.026	1.613
1874	3,402	359,833	3,373	.974	89.01	97.08	4,793.84	1.39.634	1.44.341	1.520
1875	3,000	341,807	3,165	.954	99.58	105.88	4,259.65	1.42.259	1.47.556	1.421
1876	3,008	350,952	3,082	.980	110.24	107.22	4,050.96	1.37.897	1.40.908	1.217
1877	2,930	345,773	3,169	.983	111.14	109.02	4,266.30	1.44.839	1.50.728	1.286
1878	3,141	381,094	3,163	1.008	118.90	115.58	4,534.17	1.52.370	1.51.637	1.296
1879	3,949	450,700	3,507	1.151	128.57	111.73	4,933.97	1.47.010	1.28.709	1.153
1880	4,192	465,732	3,405	1.262	134.83	109.19	5,538.66	1.66.635	1.35.830	1.232
1881	4,226	479,618	3,525	1.210	134.92	111.10	5,393.20	1.60.338	1.32.954	1.188
1882	4,233	457,016	3,459	1.265	137.55	108.89	4,727.54	1.45.179	1.16.808	1.102
1883	3,698	411,921	3,243	1.137	127.24	111.29	4,866.32	1.53.470	1.34.127	1.205
1884	3,580	410,461	3,104	1.148	132.04	114.65	4,621.28	1.50.094	1.30.070	1.136
1885	3,757	442,629	3,218	1.183	140.07	117.54	4,379.49	1.39.334	1.19.398	1.011
1886	4,148	473,659	3,555	1.172	131.94	114.61	4,549.58	1.31.857	1.13.879	.999
1887	4,354	513,513	3,206	1.312	155.11	116.20	4,769.04	1.53.088	1.15.953	.984
1888	4,389	511,894	3,294	1.341	154.84	116.86	4,481.96	1.42.811	1.08.683	.941
1889	3,518	448,069	2,574	1.410	179.35	127.36	4,188.36	1.65.320	1.17.394	.922
1890	4,070	487,245	2,865	1.460	175.12	119.72	4,568.07	1.64.606	1.09.690	.941
1891	4,189	502,705	2,871	1.510	181.67	120.00	4,568.55	1.63.025	1.08.664	.895
1892	4,351	543,365	3,047	1.460	181.79	124.89	4,921.98	1.63.920	1.13.291	.898
1893	4,389	551,232	3,056	1.460	183.97	125.60	4,883.11	1.62.022	1.11.534	.878
1894	3,632	457,252	2,632	1.430	179.80	125.88	3,981.37	1.55.002	1.10.252	.860
1895	3,919	479,490	2,622	1.550	189.69	122.32	4,106.94	1.60.300	1.05.846	.839
1896	4,208	523,832	2,720	1.600	198.81	124.47	4,322.48	1.62.553	1.03.378	.806
1897	4,047	519,079	2,612	1.600	204.62	128.27	4,239.64	1.64.480	1.04.815	.798
1898	4,760	617,810	2,798	1.740	226.45	129.78	4,773.46	1.72.265	1.00.943	.753
1899	5,119	659,565	2,769	1.890	243.52	128.85	4,895.09	1.78.218	.97.131	.724
1900	5,721	735,366	2,800	2.110	270.85	128.53	5,466.47	1.99.432	.97.530	.729

In order to establish the averages of Table 1, data were collected and tabulated showing the number of miles of railway operated, the number of tons of freight carried, the number of tons of freight carried 1 mile, the number of miles run by freight trains, and the gross earnings from freight service for every railway relating to which all or any portion of the desired information could be obtained, and comparisons were made among the totals representing the aggregates of these items for each year, after carefully excluding in each case every railway for which both the items from the aggregates of which the average was to be obtained had not been secured.

For example, it was ascertained that during 1882 several hundred railways performed services in the movement of freight which were equivalent to carrying 37,687,815,702 tons 1 mile, and it was also found that a still greater number of railways collected $456,978,581 as compensation for the transportation of commodities. Obviously, an accurate average rate per ton per mile could not be obtained by dividing the latter by the former amount. Such an operation would give an apparent rate of 1.213 cents, which is considerably higher than the

actual rate, 1.102 cents, the latter result being obtained by deducting 9,821,525 ton-miles, for which the revenue could not be obtained and $41,852,320 of revenue from freight collected by railways for which the aggregate freight movement could not be ascertained.

As is generally known, there was not, prior to the passage of the interstate-commerce law, any substantial uniformity in the beginning and ending of the fiscal years of different railway corporations. The averages in the table do not, therefore, represent any definite period of twelve months, but each has been obtained from a series of items relating to different periods, all terminating within the calendar year. As the object of this investigation was to ascertain whether there had been any marked tendency toward higher or lower charges for transportation and to afford means for an approximate estimate of the importance of any such tendency, if discovered, rather than to establish an exact and unimpeachable average of the charges paid within any definite period, the uncertainty in regard to the time represented by the various averages does not materially affect their value.

The following table, showing the mileage of the railways whose fiscal years terminated on each of the particular dates shown within the calendar year 1882, presents facts which are fairly representative of the years prior to 1887. The efforts of the statistician of the Interstate Commerce Commission have since that date resulted in securing very desirable uniformity in the periods covered by the annual reports of nearly all interstate railways.

Twelve months ending—	Miles.	Per cent.	Twelve months ending—	Miles.	Per cent.
January 31	14	0.01	September 30	14,602	14.98
March 31	3,411	3.50	October 31	473	.49
April 30	13	.01	November 30	1,572	1.61
May 31	3,118	3.20	December 31	61,525	63.12
June 30	10,864	11.15	Unknown	301	.31
July 31	559	.57			
August 31	1,018	1.05	Total	97,470	100.00

It is important to consider to what extent the averages in Table 1 may be accepted as representing the total mileage of all of the railways which were in operation in the United States during the years to which they relate. The following table shows the number of miles operated during each year, from 1867 to 1887, inclusive, and the proportion of such mileage represented by each of the averages in the first table.

TABLE 2.—*Per cent of the railway mileage of the United States represented by averages under similar headings in Table 1.*

Year.	Number of miles operated.	Average number of tons carried per mile of road operated.	Average number of tons carried 1 mile per mile of road operated.	Average mileage of freight trains per mile of road operated.	Average number of tons carried per mile run by freight trains.	Average number of tons carried 1 mile per mile run by freight trains.	Average distance carried per ton.	Average revenue from freight per mile of road operated.	Average revenue from freight per mile run by freight trains.	Average revenue from freight per ton carried.	Average revenue from freight per ton per mile carried.
1867.....	36,940	42.37	23.12	26.50	25.20	13.97	22.59	44.83	26.50	42.37	23.12
1868.....	39,408	62.07	36.11	46.32	44.56	26.59	35.80	64.13	46.32	62.07	36.11
1869.....	43,510	63.98	47.84	53.48	49.66	40.15	47.56	67.57	53.29	63.76	47.66
1870.....	49,168	66.91	49.20	57.55	52.66	36.57	46.82	75.90	57.15	66.27	48.93
1871.....	55,829	55.98	44.63	58.63	51.30	42.35	42.78	74.78	58.11	55.45	44.61
1872.....	63,268	60.58	48.27	46.31	42.31	35.58	46.48	66.37	46.31	60.58	48.27
1873.....	68,485	70.36	56.59	58.57	55.30	44.80	55.93	73.61	58.52	70.21	56.59
1874.....	71,068	69.97	57.87	59.19	55.96	48.37	56.58	77.25	56.30	67.89	55.58
1875.....	72,675	71.53	59.53	71.49	68.96	59.11	59.42	76.47	71.40	71.40	59.43
1876.....	75,250	75.63	64.07	66.18	62.79	56.95	63.68	80.38	64.38	71.68	61.62
1877.....	77,530	77.17	65.21	62.30	61.17	54.64	64.91	76.30	59.36	69.40	60.10
1878.....	79,958	75.80	69.83	68.56	65.34	62.53	68.83	84.07	67.95	73.42	68.42
1879.....	84,965	70.88	66.43	65.58	62.60	60.34	66.22	76.93	64.31	67.90	64.07
1880.....	89,753	74.72	72.35	72.32	69.36	68.38	72.30	84.27	72.21	74.24	72.12
1881.....	97,859	79.32	76.06	77.47	75.48	73.93	75.60	87.55	77.17	78.77	75.76
1882.....	108,974	79.59	75.67	75.47	72.75	69.76	75.66	88.70	75.14	79.01	75.41
1883.....	118,004	87.95	87.82	87.28	87.19	87.14	87.81	90.40	87.22	87.91	87.78
1884.....	123,568	87.00	86.57	86.38	86.38	85.94	86.57	88.07	86.38	87.00	86.57
1885.....	126,275	82.46	81.06	77.78	76.61	75.32	81.01	89.57	77.78	82.34	80.93
1886.....	132,635	79.51	79.23	76.36	74.53	74.49	79.23	88.82	76.36	79.45	79.23
1887.....	144,676	78.18	75.75	75.76	73.56	71.32	75.54	87.70	75.74	78.14	75.73
1888.....	149,902	83.03	81.50	78.07	77.21	76.07	81.40	91.84	77.95	82.91	81.39

All further consideration of the averages in Table 1 should take into account the facts in the foregoing table, from which it appears, among other things, that none of those averages represents less than one-eighth of the railway mileage in operation during the period to which it relates; that all save one represent more than one-fifth of such mileage, and that subsequent to the year 1868 more than one-third is invariably represented. The possibility of collecting more complete information for the later years shown, is attributable, not so much to the destruction, owing to the lapse of time, of the records of the earlier years, as it is to the progressive improvement in methods of railway accounting, which, while due in some measure to the requirements of regulative legislation, is, in a larger degree, a consequence of the increasing importance assigned to statistics of the results of the operations of railway properties by the most practical and competent among railway officials and by the investing public. This is particularly to be observed in connection with the means of measuring the services performed in the movement of property by establishing the ton moved 1 mile as the unit of freight services and reducing all transportation of commodities to that basis.

The second column of Table 1 shows the average density of traffic, the figures having been obtained by dividing the number of ton-miles representing the total transportation of each year by the total mileage

operated by the companies performing that transportation. Glancing at the column similarly headed in Table 2, it will be seen that it has been possible to collect data from which to derive this average from a much larger percentage of the railways of the country in the later than in the earlier years. This leads to a comment upon the figures in Table 1 which is obviously applicable to many of the data it contains.

It is a fact which may be verified, as well as one which would be naturally presumed, that the railways earliest to adopt accounting methods that make it possible to secure statistics which, though formerly neglected, are now almost universally considered essential to that knowledge of the conditions of railway business which must necessarily be preliminary to good management, were those operating more than the average mileage, receiving more than the average amount of traffic per mile of line, and, consequently, able to conduct their operations with lower relative expenditures and likely to charge lower rates.

It may be presumed also that the securities of such companies would be more highly considered by investors and that the payments upon their bonded indebtedness, i. e., their fixed charges, would have been at a rate somewhat lower than the average. The practical application of these considerations to the data in the second column of Table 1 is that the volume of traffic upon the railways of the United States has not increased merely from 279,712 ton-miles per mile of road operated in 1867 to 735,366 ton-miles in 1900, or slightly over 160 per cent, but that the average shown for the earlier year, which represents approximately 42 per cent of the mileage operated during that year, relates to those railways having at that time the greatest density of traffic, and that the actual average for the entire country is likely to have been considerably less. Properly understood, therefore, the column under consideration shows the minimum increase in traffic that may reasonably be assumed to have taken place.

The first column of Table 1 shows the average tonnage carried per mile of railway operated during each year. In order correctly to understand these or any other averages that are controlled by the aggregate freight tonnage, it is necessary that allowance should be made for the fact that any total obtained by adding the tonnage of different roads is likely to contain some duplication on account of identical shipments, which, traversing two or more roads between their respective points of origin and of destination, are counted once for each company over the road of which they pass.

The consolidation of connecting lines, characteristic of the first decade after the war for the preservation of the Union, must, to some extent, have reduced the aggregate duplication due to this cause, and its effect should be added to that of the heavier traffic heretofore

alluded to, of the lines in relation to which it was possible to secure information for the earlier years in estimating the accuracy of these figures. The averages in the following column are, however, those which most accurately measure the services performed in the transportation of freight, and they are fortunately not subject to any similar element of error. The actual increase in the volume of traffic per mile of line is, for the reasons heretofore stated, believed to have been greater than is indicated by the actual figures.

The absence of any substantial change in the relation between the number of miles operated and the distance traversed by freight trains is probably due to the fact that the freight-train mile, which is made the unit for this purpose, has undergone considerable transformation. The general use of larger locomotives has led to a considerable increase in the average number of cars in each train, which has been accompanied by a notable tendency to substitute larger cars for those which, in the natural course of business, have to be replaced, thus increasing very materially the efficiency of the train as a machine for moving commodities. This is to some extent supported by the figures showing the average number of tons carried per mile run by freight trains, which has increased from 0.867 of 1 ton in 1867 to 1.312 tons in 1887, though the accuracy of this measure is impaired by the limitations referred to in relation to the averages in the first column.

No such difficulty is met with in studying the facts presented in the column headed "Average number of tons carried 1 mile per mile run by freight trains." These averages are based upon the most satisfactory measure of freight transportation available and represent the actual average number of tons in each train per mile run, or, in other words, at any particular instant of time. The increase shown from 81 tons in 1867 to 111 in 1877, 155 in 1887, and 205 in 1897, measures with considerable accuracy the actual increase in the efficiency of train service, which has made it possible to perform twice as much transportation per mile of line as in 1867 without increasing train mileage.

The averages representing distance carried per ton have some value as showing the average length of haul by separate carriers, but must not be understood as intended to show the average number of miles traversed by each shipment. They are affected by the duplication previously referred to in the aggregate tonnage, while the consolidation of connecting lines tends to produce an apparent increase that is not due to any real change in commercial movement. Though the development of the western portion of the country has unquestionably tended to raise the average distance which freight is moved, the growth of local business has operated in an opposite direction and it is quite impossible, with the data now available, to determine the net result.

The effect of declining railway charges is perceived in the averages representing the gross revenue from freight service per mile of road.

Even though it is probable that the roads of greater earning capacity are more heavily represented during the earlier years, the fact that an increasing volume of traffic has been accompanied by a decreasing volume of earnings can not fail to be significant. The comparatively slight increase in earnings from freight per mile run by freight trains, when considered in connection with the great increase in the efficiency of such trains, shows that the benefits of improved facilities and methods have not been wholly absorbed by railway corporations.

The data in the column headed "Average revenue from freight per ton carried" are believed to be of considerable value in spite of their failure to represent, for reasons heretofore explained, the actual average payment for the transportation of each shipment. They can profitably be compared with other averages controlled by the same unit, particularly with that representing the distance carried, and thus be made to indicate, though they can not measure, the decline in charges for railway services.

The figures in the last column of Table 1 are unquestionably the most important in the entire report. They represent the average amount received for the transportation of each ton of freight for each mile of its movement. Besides relating to the most satisfactory unit in accordance with which transportation services can be measured, the rate per ton per mile is an especially desirable measure of changes in freight charges from period to period, because, unlike published schedules of rates, which in earlier years were deviated from so frequently as to render them in many instances of but the slightest value as showing the actual charges, the rate per ton per mile takes account of all concessions from published charges except in those instances, it is impossible to say how frequent, in which rebates were charged as operating expenses.

When representing the entire traffic of a region or a railway, the rate per ton per mile has the further advantage that it is based upon data which include local as well as through traffic, and consequently, that it does not give the undue prominence to rates which are made under conditions of competition, which is sometimes observed in comparisons of the rates applied to particular commodities or classes of traffic. The averages under consideration are qualified by the fact that those for the later years include all railways, while only such roads as had adopted advanced methods of accounting—i. e., the roads of greatest traffic and lowest rates—could be included for the earlier years. The decline, which is seen to have been comparatively regular from nearly 2 cents per ton per mile, in 1867, to a little over 7 mills in 1900, amounts to over 60 per cent, and is probably not exceeded by that in the price of any important commodity among those largely shipped by rail. It should be borne in mind, in connection with this, that all of the amounts in the last four columns of Table 1 are upon a gold basis.

Table 3 contains average rates per ton of freight per mile for each of a large number of railways, and has been made to cover the longest period with regard to each company included for which the data required could be secured from any reliable source. Railways which have passed through the processes of reorganization have been traced through the earlier years under their former names and, where the corporation now in existence is the result of the consolidation of two or more companies, data for the most important of the constituent companies have been inserted wherever practicable. The study of this table will be more profitable to those who are acquainted with the development of the railways included, or who have access to information relating to their growth, whether by the construction of new lines or the absorption of those already in existence.

An instance in which such knowledge would be almost essential would exist should a railway traversing a densely populated and prosperous region extend its lines into a region sparsely settled and offering little traffic. Naturally, rates applicable to traffic over the newer portion of the road would be higher per ton per mile than those formerly collected and would increase to some extent the average for the entire road, although no actual increase in charges would have occurred. The greater number of the averages relating to the years prior to 1888 have been obtained from data furnished directly to this office by officials of the railways the business of which they represent, but no source of accurate information has been neglected. With the exception of a very few lines whose operations are reported to the Interstate Commerce Commission as part of those of the systems in which they are included, the averages shown in the reports of railway statistics prepared by the statistician to the commission have been inserted for the years 1888 to 1899, inclusive. Through the courtesy of the commission this office is able to publish similar averages for the year 1900, obtained from the reports of the railways in advance of their publication by that office. The arrangement of the railways shown in geographical order, though manifestly desirable, was not considered of sufficient importance to justify the use of the extra space that it would have required.

TABLE 3.—*Average rates per ton per mile, in cents.*

MISCELLANEOUS RAILROADS.

Year.	Fitchburg R. R.	Boston and Maine R. R.	Baltimore and Ohio R. R.	Erie R. R.	New York Central and Hudson River R. R.	Lake Shore and Michigan Southern Ry.	Pennsylvania R. R.	Pittsburg, Fort Wayne and Chicago Ry.	Chesapeake and Ohio Ry.	New York, New Haven and Hartford R. R.	Illinois Central R. R.	Boston and Albany R. R.
1846	4.523	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1847	4.011	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1848	5.865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1849	4.105	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1850	3.265	4.208	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1851	3.529	4.157	2.084	.....	.....	.....	.....	.....	.....	.....	.....	.....
1852	3.116	3.783	1.823	1.948	.....	.....	.....	.....	.....	.....	.....	.....
1853	2.765	3.430	.....	2.497	.....	.....	.....	.....	.....	.....	.....	.....
1854	3.293	3.245	.....	2.798	2.964	3.510	.....	.....	.....	.....	.....	.....
1855	3.662	3.676	.....	2.424	3.270	3.210	2.746	.....	.....	.....	.....	.....
1856	4.240	4.149	1.972	2.478	3.046	2.960	2.707	.....	.....	.....	.....	.....
1857	3.931	4.326	1.937	2.482	3.188	2.740	2.410	2.276	.....	.....	.....	.....
1858	3.784	4.376	1.984	2.317	2.635	2.380	2.181	1.897	6.040	3.806	.....	.....
1859	3.883	4.371	1.837	2.172	2.162	2.292	2.027	1.653	6.610	4.439	2.143	2.745
1860	4.101	4.629	1.791	1.814	2.065	2.157	1.957	1.670	6.410	4.771	2.041	2.376
1861	3.943	4.526	.....	1.731	1.984	2.092	1.926	1.711	5.820	5.027	1.910	2.430
1862	3.550	4.247	.....	1.792	2.109	1.988	1.930	1.804	7.169	4.299	1.857	2.443
1863	2.318	3.296	.....	1.486	1.735	1.633	1.554	1.427	7.013	2.675	1.389	1.956
1864	1.900	2.320	.....	1.264	1.495	1.533	1.352	1.286	.....	2.094	1.360	1.629
1865	2.318	2.467	.....	1.564	1.955	1.645	1.538	1.385	.....	2.472	1.760	2.057
1866	3.054	3.777	.....	1.712	2.181	1.746	1.636	1.423	4.661	3.489	2.250	2.326
1867	3.023	3.375	.....	1.465	1.980	1.745	1.497	1.403	3.753	3.140	2.085	2.201
1868	2.905	3.330	.....	1.287	1.951	1.661	1.322	1.211	3.179	3.642	1.751	1.999
1869	3.212	3.250	.....	1.137	1.763	1.266	1.229	1.198	3.752	4.205	1.840	1.798
1870	3.635	3.623	.....	1.125	1.590	1.269	1.268	1.229	4.101	5.255	1.953	1.851
1871	.....	3.753	.....	1.282	1.457	1.244	1.211	1.276	4.445	4.980	2.077	1.869
1872	3.504	3.491	.....	1.362	1.422	1.227	1.304	1.264	3.643	3.339	1.923	1.800
1873	3.289	3.418	.....	1.268	1.371	1.164	1.258	1.220	1.909	3.292	1.916	1.707
1874	3.903	3.236	.....	1.184	1.319	1.065	1.164	1.134	1.354	3.329	1.881	1.641
1875	3.624	2.797	.....	1.061	1.119	.887	.989	.970	1.299	3.597	1.692	1.346
1876	2.218	2.449	.....	.972	.929	.722	.841	.827	1.061	3.130	1.587	1.139
1877	1.955	2.183	.....	.898	.954	.813	.954	1.024	1.035	3.148	1.719	1.136
1878	1.582	2.590	.....	.960	.919	.724	.914	.867	.985	2.832	1.616	1.113
1879	1.295	2.489	.....	.779	.793	.641	.823	.754	.860	2.360	1.523	1.100
1880	1.360	2.328	.....	.836	.879	.750	.918	.....	.866	2.085	1.543	1.207
1881	1.260	2.432	.....	.805	.783	.617	.857	.745	.892	1.633	1.522	1.038
1882	1.170	2.405	.....	.749	.738	.628	.874	.752	.753	1.759	1.417	1.064
1883	1.190	2.329	.....	.786	.915	.728	.881	.787	.723	1.909	1.433	1.197
1884	1.090	2.438	.....	.719	.834	.652	.804	.673	.672	1.941	1.368	1.093
1885	1.060	2.127	.....	.656	.688	.553	.695	.577	.550	1.952	1.307	.944
1886	1.070	2.269	.....	.659	.765	.639	.755	.692	.541	2.008	1.157	1.101
1887	1.130	2.217	.658	.687	.782	.670	.730	.717	.537	1.951	1.087	1.107
1888	1.116	2.130	.655	.716	.753	.673	.723	.660	.541	1.752	1.069	1.099
1889	1.015	1.883	.637	.644	.712	.632	.685	.690	.538	1.830	.839	1.030
1890	.995	1.706	.636	.643	.730	.644	.661	.690	.561	1.810	.942	1.105
1891	.991	1.666	.643	.636	.740	.630	.656	.700	.525	1.793	.934	1.089
1892	.925	1.508	.651	.614	.699	.602	.647	.670	.518	1.747	.908	1.057
1893	.923	1.538	.652	.631	.701	.599	.620	.680	.511	1.867	.845	1.006
1894	.895	1.546	.644	.609	.733	.587	.606	.650	.478	1.864	.839	.944
1895	.878	1.545	.631	.604	.726	.567	.565	.640	.425	1.658	.808	.969
1896	.864	1.530	.590	.606	.668	.551	.563	.660	.425	1.570	.745	.942
1897	.870	1.450	.521	.609	.679	.538	.561	.600	.419	1.538	.671	.918
1898	.824	1.482	.456	.575	.606	.530	.521	.570	.369	1.511	.695	.839
1899	.771	1.430	.390	.539	.586	.481	.469	.500	.362	1.411	.688	.778
1900	.798	1.439	.456	.588	.558	.490	.504	.580	.343	1.451	.650	.824

TABLE 3.—*Average rates per ton per mile, in cents*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Michigan Central R. R.	Long Island R. R.	Chicago, Rock Island and Pacific Ry.	Allegheny Valley Ry.	Northern Central Ry.	Chicago and Northwestern Ry.	Chicago, Milwaukee and St. Paul Ry.	Chicago and Alton R. R.	Chicago, Burlington and Quincy R. R.		Central Vermont Ry.
									Portion east of Missouri River.	Portion west of Missouri River.	
1863	1.418	2.756	1.909	3.959	.....	.....	.....	.....	.....	.....	.....
1864	1.220	2.396	1.387	2.408	1.627	.....	.....	.....	.....	.....	.....
1865	1.735	2.440	1.985	2.627	1.838	2.291	2.376	2.220	1.788	.....	.....
1866	1.834	3.138	2.401	4.216	2.319	2.453	2.776	2.327	2.606	.....	2.010
1867	1.787	3.788	2.185	3.027	2.119	2.414	2.834	2.055	2.145	.....	1.977
1868	1.743	2.082	2.385	2.078	1.580	2.579	2.528	2.101	2.265	.....	1.799
1869	1.544	2.160	2.202	1.973	1.588	2.691	2.298	1.856	1.990	.....	1.799
1870	1.673	1.943	2.316	2.507	1.603	2.608	2.380	1.963	2.028	.....	1.848
1871	.972	.....	2.369	2.189	.....	2.566	2.289	1.968	1.867	.....	1.565
1872	1.392	.....	2.229	2.304	1.491	2.334	2.177	1.789	1.738	.....	.....
1873	1.365	.....	2.002	2.124	1.405	2.050	2.173	1.864	1.609	.....	1.596
1874	1.728	.....	1.871	1.875	1.397	1.988	2.137	1.917	1.656	.....	.....
1875	1.018	.....	1.688	1.715	1.254	1.707	1.833	1.650	1.658	.....	.....
1876	.986	.....	1.693	1.729	1.126	1.582	1.798	1.438	1.391	.....	.....
1877	.924	.....	1.563	1.605	1.068	1.661	1.949	1.361	1.322	4.795	1.368
1878	.836	5.708	1.539	1.578	.998	1.584	1.762	1.354	1.211	4.384	1.232
1879	.691	5.580	1.429	1.374	.809	1.558	1.704	1.054	1.110	3.739	1.079
1880	.842	.....	1.209	1.323	.894	1.490	1.749	1.206	1.077	3.151	1.131
1881	.718	4.618	1.220	1.275	.868	1.470	1.704	1.241	1.156	3.196	1.029
1882	.772	4.359	1.281	1.151	.897	1.470	1.481	1.253	1.091	3.041	1.024
1883	.830	4.423	1.170	1.074	.910	1.427	1.391	1.128	1.032	2.719	.....
1884	.646	3.644	1.097	.962	.825	1.309	1.293	1.008	.973	2.462	.....
1885	.560	3.598	1.043	.923	.704	1.194	1.278	1.009	.956	2.246	.....
1886	.686	3.691	1.071	.735	.688	1.193	1.168	.961	.949	2.043	.....
1887	.694	3.777	1.012	.792	.666	1.102	1.089	.946	.879	1.816	.876
1888	.702	3.870	.964	.827	.649	.983	1.020	.973	.789	1.419	.914
1889	.702	3.917	.971	.756	.629	1.013	1.067	.525	.867	1.592	.869
1890	.701	3.524	.995	.804	.605	.977	.995	.898	.813	1.533	.777
1891	.723	3.754	1.039	.822	.602	1.028	1.003	.980	.862	1.460	.795
1892	.687	3.804	1.055	.850	.604	1.013	1.026	.973	.851	1.359	.782
1893	.691	3.757	1.039	.850	.601	1.028	1.026	.949	.815	1.325	.812
1894	.671	3.754	.989	.820	.612	1.080	1.037	.974	.783	1.324	.772
1895	.662	3.722	1.084	.747	.578	1.137	1.075	.994	.770	1.327	.745
1896	.626	3.332	1.017	.776	.544	1.020	1.003	.925	.741	1.330	.762
1897	.615	3.846	.958	.772	.539	.978	1.008	.891	.784	1.284	.795
1898	.607	3.753	.966	.728	.509	.894	.972	.866	.813	1.356	.844
1899	.578	3.645	.996	.679	.470	.878	.937	.800	.773	1.158	*a*.771
1900	.570	3.159	.987	.656	.518	.837	.930	.794	.766	1.111	.809

a Report of receivers for ten months ending April 30, 1899.

TABLE 3.—*Average rates per ton per mile, in cents*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Georgia R. R.	Louisville and Nashville R. R.	Philadelphia, Wilmington and Baltimore R. R.	Cleveland, Cincinnati, Chicago and St. Louis Ry.	Southern Ry.	Lehigh Valley Ry.	Philadelphia and Reading Ry.	Cincinnati, Hamilton and Dayton Ry.	Union Pacific R. R.	Hannibal and St. Joseph R. R.
1866	3.552	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867	3.454	3.007	.....	.....	.....	.....	.....	.....	.....	.....
1868	3.303	2.949	2.118	1.378	.....	.....	.....	.....	.....	.....
1869	3.111	2.450	2.026	1.327	4.424	1.892	1.904	1.951	.....	.....
1870	4.343	2.513	2.284	1.286	4.532	2.057	1.919	.....	3.596	3.194
1871	4.845	2.298	2.396	1.220	4.857	1.915	2.326	2.352	2.419	2.131
1872	3.776	2.053	2.335	1.198	4.429	1.789	2.020	2.422	2.390	1.932
1873	2.592	1.930	2.346	1.187	4.211	1.760	1.943	2.459	2.153	1.743
1874	3.243	1.940	2.329	1.076	3.619	1.602	2.033	2.320	1.949	1.611
1875	2.525	1.687	2.262	.883	3.064	1.641	1.852	2.100	2.164	1.585
1876	2.618	1.638	1.935	.720	3.059	1.508	1.889	1.617	2.211	1.310
1877	2.164	1.382	2.701	.837	2.747	1.415	1.852	1.617	2.135	1.410
1878	2.322	1.635	2.560	.742	2.830	1.147	1.753	1.624	2.236	1.278
1879	2.245	1.528	2.479	.696	2.428	.981	1.670	1.534	1.991	1.113
1880	2.465	1.594	2.466	.792	2.160	1.155	1.997	1.468	.....	1.420
1881	2.132	1.503	2.356	.671	2.070	.833	1.869	1.239	2.178	1.419
1882	2.073	1.349	2.479	.706	1.950	1.048	1.927	.....	2.102	1.414
1883	2.046	1.323	2.504	.751	2.060	1.106	2.010	1.047	1.913	1.128
1884	1.747	1.344	2.428	.633	2.090	1.071	1.723	1.065	1.557	1.148
1885	1.616	1.159	2.323	.579	1.950	.733	1.503	.981	1.420	.935
1886	1.681	1.079	2.245	.679	1.930	1.042	1.515	.980	1.266	.....
1887	1.599	1.075	2.182	.700	1.920	.948	1.414	.924	1.213	.....
1888	1.605	1.049	1.577	.685	1.710	1.069	1.121	.869	1.170	.999
1889	1.432	.998	1.517	.675	1.476	.942	1.077	.865	1.166	.800
1890	1.387	.972	1.356	.674	1.310	.855	1.045	.873	1.138	.769
1891	1.411	.968	1.358	.683	1.416	.774	1.025	.858	1.131	.617
1892	1.293	.948	1.417	.710	1.355	.789	8.770	.828	1.081	.708
1893	1.271	.917	1.321	.701	1.211	.634	.908	.803	1.033	.725
1894	1.185	.876	1.400	.649	1.128	.777	1.025	.722	.970	.723
1895	1.080	.831	1.280	.651	1.047	.639	.903	.670	.971	.....
1896	1.218	.806	1.271	.631	1,030	.569	.923	.634	.957	.758
1897	1.112	.791	1.245	.614	.976	.561	*a*.914	.634	.962	.617
1898	.988	.743	1.183	.545	.931	.519	.823	.615	.950	.640
1899	1.042	.727	1.197	.541	.899	.510	.782	.600	1.016	.586
1900	1.135	.752	1.112	.583	.916	.572	.798	.590	1.050	.585

a Five months ending November 30, 1896. Average for seven months ending June 30, 1897, 0.960 cent.

TABLE 3.—*Average rates per ton per mile, in cents*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Maine Central R. R.	Duluth, South Shore and Atlantic Ry.	New York, Ontario and Western Ry.	Norfolk and Western Ry.	Mobile and Ohio R. R.	New York, Pennsylvania and Ohio R. R.	Central R. R. of New Jersey.	New England R. R.	Kansas City, Fort Scott and Memphis R. R.
1870	4.145	5.336	4.955	2.695	4.116	1.205	1.669	3.765	.....
1871	3.420	.....	2.327	2.564	.....	1.197	1.691	4.064	1.942
1872	4.023	.....	2.580	2.299	3.270	1.618	1.309	4.221	1.897
1873	3.806	4.953	2.152	2.886	3.337	1.331	1.527	3.854	1.823
1874	3.669	4.170	2.057	2.180	3.186	1.057	1.631	4.332	1.955
1875	3.266	4.045	2.292	1.960	2.694	.908	1.577	4.220	1.690
1876	2.953	.....	2.417	1.775	2.477	.823	1.295	4.178	1.803
1877	3.133	3.708	3.017	1.843	2.474	.855	.952	3.967	1.944
1878	3.269	3.208	2.888	1.836	2.266	.825	.....	2.634	1.712
1879	2.867	3.279	2.811	1.690	2.474	.706	.....	2.885	1.754
1880	2.746	3.328	2.744	1.443	2.205	.832	1.308	2.863	1.708
1881	2.735	3.368	2.404	1.441	2.060	.666	1.246	2.200	1.740
1882	2.745	3.353	1.973	1.375	2.152	.622	1.270	1.773	1.540
1883	2.418	3.316	1.926	1.403	2.278	.698	.....	1.380	1.481
1884	2.395	2.693	1.548	1.179	1.968	.474	.....	1.412	1.209
1885	2.259	.....	1.202	.723	1.701	.512	.....	1.719	1.105
1886	2.173	2.568	1.527	.643	1.505	.551	.....	1.670	.999
1887	2.335	1.782	1.648	.628	1.321	.573	1.097	1.628	.895
1888	2.274	1.675	1.395	.609	1.018	.577	1.035	1.192	.922
1889	2.082	1.697	1.400	.557	.958	.578	1.129	1.344	.877
1890	1.955	1.328	1.271	.522	.912	.568	1.010	1.220	.852
1891	1.800	1.531	1.033	.569	.867	.574	.983	1.140	.844
1892	1.661	1.503	.931	.545	.845	.555	.979	1.158	.789
1893	1.549	1.377	.957	.516	.810	.562	1.012	1.120	.716
1894	1.450	1.433	.912	.472	.834	.....	.957	1.076	.706
1895	1.412	1.384	.837	.446	.845	.....	.964	1.045	.833
1896	1.338	1.125	.831	.447	.771	.....	.941	1.126	.793
1897	1.333	1.105	.871	.446	.693	.....	.922	1.074	.705
1898	1.284	1.233	.873	.404	.623	.....	.907	1.105	.668
1899	1.101	1.066	.786	.397	.583	.....	.873	.....	.687
1900	1.131	1.160	.816	.430	.590	.....	.908	.....	.707

Year.	West Jersey and Sea Shore R. R.	Cleveland, Akron and Columbus Ry.	Pittsburg, Chicago, Cincinnati and St. Louis Ry.	Pennsylvania Company.	Kansas City, St. Joseph and Council Bluffs R. R.	Western New York and Pennsylvania Ry.	Western Maryland R. R.	South Carolina and Georgia R. R.	Philadelphia and Erie R. R.	United R. R. of New Jersey.
1871	5.064	5.979	1.251	1.336	3.803	5.881	.....	.....	.....	.....
1872	5.663	6.036	1.304	1.405	3.045	5.725	4.954	3.254	1.052	2.296
1873	4.633	2.851	1.207	1.356	2.450	2.747	.....	3.210	.990	1.982
1874	4.217	2.318	1.171	1.293	2.153	1.715	.....	.....	.850	1.881
1875	4.119	2.047	1.040	1.129	1.909	1.396	.....	.....	.795	1.767
1876	4.165	1.883	.847	.964	1.901	1.388	3.118	.....	.686	1.536
1877	4.365	1.838	.962	1.119	2.180	1.148	3.677	.....	.761	1.475
1878	4.391	1.737	.868	.976	1.903	1.154	3.782	2.647	.647	1.466
1879	3.678	1.677	.791	.869	1.625	.949	3.306	2.821	.511	1.504
1880	3.514	1.612	.887	1.011	1.791	1.228	3.052	2.460	.560	1.707
1881	3.074	1.688	.763	.859	1.774	.930	3.255	2.306	.554	1.524
1882	2.790	1.536	.761	.858	1.576	.888	3.279	2.618	.615	1.503
1883	2.645	1.330	.808	.873	1.818	1.053	2.940	2.314	.623	1.523
1884	2.576	1.200	.688	.752	1.447	.781	2.867	2.084	.576	1.365
1885	2.468	1.024	.585	.649	1.580	.596	2.899	2.035	.498	1.249
1886	2.526	1.027	.666	.730	.....	.493	2.949	1.997	.523	1.327
1887	2.485	1.037	.708	.764	.....	.499	2.754	1.904	.543	1.285
1888	2.537	.847	.727	.778	1.713	.650	2.313	1.894	.520	1.220
1889	2.463	.826	.646	.705	1.429	.600	2.249	1.685	.520	1.178
1890	2.434	.797	.626	.716	1.265	.576	2.468	1.615	.470	1.157
1891	2.329	.819	.736	.644	1.381	.601	2.239	1.237	.480	1.158
1892	2.317	.794	.706	.686	1.329	.602	1.389	1.461	.450	1.204
1893	2.260	.731	.709	.679	1.184	.515	1.117	1.306	.440	1.158
1894	2.396	.754	.674	.674	1.250	.566	1.102	a 1.182	.420	1.154
1895	2.215	.782	.692	.655	1.413	.490	1.088	1.164	.400	1.109
1896	2.531	.687	.673	.642	1.254	.502	.911	1.305	.390	1.112
1897	2.369	.725	.654	.599	.947	.512	.897	1.160	.370	1.102
1898	2.213	.680	.639	.568	.978	.473	.676	1.070	.350	1.074
1899	2.145	.698	.566	.515	.978	.442	.527	b 1.216	.360	1.019
1900	2.150	.711	.588	.543	.982	.441	.640	.....	.410	.....

a For period July 1, 1893, to May 12, 1894; May 13 to June 30, 1894, 0.878 cent.
b Report for ten months ending April 30, 1899.

TABLE 3.—*Average rates per ton per mile, in cents*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Columbus, Hocking Valley and Toledo Ry.	Flint and Pere Marquette R. R.	Little Miami R. R.	Cleveland and Pittsburg R. R.	Vandalia Line.	St. Louis, Vandalia and Terre Haute R. R.	Indianapolis and Vincennes R. R.	Wilmington and Northern R. R.	Huntingdon and Broad Top Mountain R. R. and Coal Co.
1873	1.545	4.152	1.632	1.546	1.758	1.656	2.831	1.992	1.694
1874	1.575	3.122	1.616	1.595	1.578	1.626	2.848	2.949	1.995
1875	1.449	1.863	1.415	1.460	1.391	1.299	2.528	.....	1.697
1876	1.362	1.905	1.208	1.339	1.286	1.190	.....	.....	1.776
1877	1.214	1.915	1.377	1.240	1.337	1.191	2.102	.....	2.092
1878	1.179	1.685	1.243	1.207	1.169	1.073	1.978	3.264	1.695
1879	1.245	1.553	1.140	1.143	1.048	.930	1.575	4.203	1.617
1880	1.174	1.646	1.221	1.235	1.100	1.047	1.602	2.674	1.531
1881	.815	1.431	1.103	1.171	1.013	.905	1.396	2.159	1.297
1882	.893	1.417	.976	1.109	1.006	.908	1.669	2.106	1.055
1883	.811	1.308	1.021	1.053	1.066	.979	1.598	2.081	1.190
1884	.785	1.388	.947	.931	.976	.843	1.430	1.826	1.054
1885	.645	1.270	.844	.829	.887	.730	1.266	1.804	1.039
1886	.625	1.162	.872	.796	.897	.792	1.046	1.356	1.175
1887	.657	1.104	.940	.821	.922	.788	.923	1.524	1.068
1888	.665	1.058	.860	.746	.852	.794	.896	1.592	.....
1889	.640	.984	.880	.747	.791	.787	.916	1.446	.....
1890	.612	1.002	.894	.764	.834	.858	.907	1.346	.....
1891	.655	.987	.935	.763	.880	.908	.890	1.271	.....
1892	.629	.987	.907	.717	.881	.886	.798	1.314	.....
1893	.611	.931	.908	.727	.828	.871	.757	1.420	.....
1894	.616	.981	.912	.717	.811	.842	.789	1.367	.....
1895	.603	.934	.877	.676	.861	.838	.746	1.221	.505
1896	.558	.731	.890	.650	.822	.856	.730	1.138	.502
1897	.513	.757	.820	.600	.791	.819	.650	1.183	.....
1898	.489	.662	.790	.530	.681	.659	.620	.914	.446
1899	*a*.263	.653	.730	.550	.632	.702	.620	1.130	.438
1900	*b*.448	*c*.661	.810	.620	.776	.....	.640	*d*1.420	.510

Year.	Baltimore and Potomac R. R.	International and Great Northern R. R.	Galveston, Houston and Henderson R. R.	Detroit, Lansing and Northern R. R.	Pittsburg, Youngstown and Ashtabula R. R.	Cincinnati and Muskingum Valley R. R.	Cumberland Valley R. R.	Cleveland, Lorain and Wheeling Ry.
1873	4.558	4.265	7.670	2.323	.....	.....	.....	.....
1874	3.584	4.053	5.370	2.369	1.587	2.349	2.974	1.847
1875	3.403	3.560	4.673	2.075	1.466	1.997	2.848	.....
1876	3.503	3.223	3.954	2.102	1.147	1.864	2.729	.....
1877	3.341	2.963	3.688	2.030	1.131	1.604	2.735	1.360
1878	3.107	3.031	4.391	2.122	1.110	1.592	2.867	1.223
1879	2.746	3.090	4.065	1.944	1.044	1.399	2.408	1.169
1880	2.739	2.992	3.112	1.839	1.200	1.638	2.295	1.170
1881	2.534	2.068	2.837	1.712	1.164	1.490	2.106	1.053
1882	2.295	2.259	3.753	1.742	1.013	1.535	2.181	1.011
1883	2.044	2.033	3.032	1.765	.966	1.504	1.709	.916
1884	2.059	1.904	2.746	1.742	.808	1.580	1.586	.846
1885	1.820	1.711	3.595	1.723	.727	1.263	1.689	.731
1886	1.818	1.655	3.428	1.659	.688	1.138	1.603	.719
1887	1.637	1.386	3.020	1.587	.847	1.165	1.381	.698
1888	1.518	1.407	2.877	1.532	.724	1.199	1.248	.706
1889	1.389	1.403	3.159	1.512	.649	1.142	1.215	.627
1890	1.326	1.411	3.128	1.372	.671	1.148	1.199	.580
1891	1.371	1.404	2.881	1.422	.663	1.186	1.241	.624
1892	1.377	1.351	2.187	1.295	.646	1.151	1.285	.553
1893	1.240	1.234	1.805	1.215	.669	1.127	1.206	.570
1894	1.060	1.439	2.266	1.274	.635	1.119	1.151	.524
1895	1.230	1.503	1.954	1.196	.590	1.129	1.148	.516
1896	1.190	1.306	1.433	*e*1.097	.560	1.140	1.137	.495
1897	1.140	1.167	1.239	*f*..108	.530	1.047	1.317	.534
1898	1.400	1.170	1.978	.....	.490	1.012	1.353	.508
1899	1.380	1.255	1.853	.....	.490	*g*.966	1.333	.479
1900	.....	1.131	1.771	.....	.560	.982	1.266	.482

a Report of receiver for eight months ending February 28, 1899.
b Hocking Valley Railway.
c For six months ending December 31, 1899; average for six months ending June 30, 1900, 0.787 cent (Pere Marquette Railroad).
d For seven months ending January 31, 1900.
e For nine months ending March 31, 1896; average for three months ending June 30, 1896, 1.216 cents.
f For six months ending December 31, 1896; average for six months ending June 30, 1897, 1.186 cents.
g Report for eleven months ending June 30, 1899.

TABLE 3.—*Average rates per ton per mile, in cents*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Buffalo, Rochester and Pittsburg Ry.	Detroit, Grand Haven and Milwaukee Ry.	Atchison, Topeka and Santa Fe Ry.	Delaware, Lackawanna and Western R. R.	Grand Rapids and Indiana Ry.	Chicago and West Michigan Ry.	Chicago and Eastern Illinois R. R.	Texas and Pacific Ry.	Green Bay and Western R. R.
1874	6.509	1.635	2.745	1.974	1.942	2.708	.....	.....	.....
1875	6.146	1.470	2.120	2.083	1.647	1.988	1.381	4.507	1.828
1876	5.840	1.050	2.416	1.731	1.676	2.028	1.285	3.514	.....
1877	6.277	1.342	2.398	1.647	1.643	2.103	1.151	3.145	1.731
1878	1.095	1.410	2.093	1.643	1.625	2.205	1.089	3.210	1.642
1879	.638	1.331	2.511	1.522	1.549	1.790	.963	3.118	1.473
1880	.592	1.500	2.378	1.552	1.474	1.892	.925	3.090	1.401
1881	1.369	1.282	2.283	1.542	1.522	2.020	.911	3.360	1.371
1882	1.554	1.198	2.288	1.354	1.497	1.969	.949	2.280	2.129
1883	1.013	1.284	1.992	1.170	1.411	1.674	.849	1.764	2.186
1884	.782	1.141	1.925	1.078	1.322	1.616	.803	1.646	1.061
1885	.720	1.334	1.753	1.045	1.217	1.502	.741	1.563	2.099
1886	.684	1.207	1.603	1.114	1.138	1.479	.711	1.668	1.855
1887	.665	1.200	1.347	1.174	1.083	1.430	.678	1.459	1.013
1888	.675	1.150	1.289	1.070	1.050	1.415	.627	1.314	1.027
1889	.618	1.429	1.289	.983	.977	1.401	.610	1.435	1.139
1890	.654	1.102	1.129	.948	.958	1.345	.601	1.249	1.538
1891	.595	1.139	1.175	.896	.962	1.292	.588	1.279	1.121
1892	.594	1.132	1.130	.903	.936	1.280	.613	1.226	1.110
1893	.554	1.251	1.069	.906	.906	1.184	.589	1.135	1.041
1894	.538	1.229	.979	.902	.912	1.304	.633	1.156	.986
1895	.467	1.333	1.051	.860	.894	1.289	.589	1.211	.967
1896	.478	1.223	1.028	.874	.840	1.097	.540	1.085	1.013
1897	.481	1.178	1.010	.869	.862	1.098	.509	1.119	1.100
1898	.423	1.281	.964	.849	.847	1.010	.512	1.042	1.255
1899	.413	1.296	.954	.827	.771	.977	.485	1.110	.951
1900	.466	1.054	.930	.752	.834	*a*. 951	.483	.971	.974

Year.	Wisconsin Central Ry.	Burlington, Cedar Rapids and Northern Ry.	Evansville and Terre Haute R. R.	St. Louis and San Francisco R. R.	Delaware and Hudson Co.	Seaboard and Roanoke R. R.	Iowa Central Ry.	Alabama and Vicksburg Ry.	St. Paul and Duluth R. R.	Minneapolis and St. Louis R. R.
1875	2.251	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876	1.920	.....	.....	.....	.....	.....	.....	.....	.....	.....
1877	1.986	2.974	1.722	2.419	1.633	3.766	.....	.....	.....	.....
1878	2.107	2.678	1.529	2.267	1.533	3.860	2.250	3.205	.....	.....
1879	1.927	2.406	1.546	2.013	1.423	3.885	2.009	3.247	1.429	1.964
1880	1.962	1.705	1.455	1.997	1.512	3.505	2.735	2.800	1.342	2.046
1881	2.010	1.554	1.258	1.891	1.447	3.126	1.939	.....	1.719	1.270
1882	.....	1.196	1.144	1.928	1.358	2.943	.....	.....	1.426	.983
1883	2.363	1.411	1.046	1.720	1.329	2.898	1.215	.....	1.373	1.261
1884	2.114	1.118	.958	1.570	1.014	2.170	1.267	.....	1.206	1.111
1885	.....	1.176	.949	1.434	1.078	2.307	1.279	2.826	1.198	1.138
1886	1.440	1.116	.978	1.428	1.018	2.170	1.195	2.487	1.081	1.204
1887	1.299	1.169	1.038	1.456	1.032	2.360	1.057	1.879	1.004	1.271
1888	.886	1.141	1.230	1.396	1.229	2.229	.945	1.753	.954	1.235
1889	.971	1.306	.951	1.346	1.237	2.115	1.070	1.752	.954	1.274
1890	.936	1.202	1.005	1.239	1.156	1.982	1.030	1.444	.961	1.430
1891	.988	1.169	.993	1.305	.992	1.831	.987	1.664	1.026	1.407
1892	.868	1.131	1.045	1.291	1.040	1.716	1.022	1.315	.934	1.486
1893	.922	1.076	1.070	1.206	.904	1.646	.911	1.122	.962	1.330
1894	.971	1.192	1.105	1.143	.944	1.446	.885	1.317	.898	1.267
1895	.975	1.253	1.034	1.273	.911	1.594	.940	1.333	.912	*b* 1.332
1896	.801	1.150	1.027	1.213	.807	1.905	.898	1.317	.919	1.328
1897	.873	1.119	.958	1.111	.866	1.714	.881	1.369	.802	1.283
1898	.755	1.264	.829	1.055	.819	1.649	.944	1.295	.805	1.171
1899	.732	1.178	.877	1.019	.762	1.588	.823	1.203	.762	1.190
1900	.731	1.116	.868	1.058	.792	1.417	.696	1.201	.788	1.212

a For six months ending December 31, 1899.
b For period July 1 to October 31, 1894; November 1, 1894, to June 30, 1895, 1.330 cents.

TABLE 3.—*Average rates per ton per mile, in cents*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Pittsburg and Lake Erie R. R.	Northern Pacific Ry.	Missouri, Kansas and Texas Ry.	Wabash R. R.	Lake Erie and Western R. R.	Peoria, Decatur and Evansville Ry.	Savannah, Florida and Western Ry.	Fall Brook Ry.	Des Moines, Northern and Western R. R.
1879	1.158	.....	.....	.....	.....	.....	.....	.....	.....
1880	1.211	1.959	1.654	0.862	1.371	3.229	2.470	1.616	7.802
1881	1.065	.....	1.401	.928	1.063	1.482	3.046	.....	7.556
1882	1.134	2.023	1.605	.953	.885	2.013	1.906	1.571	.....
1883	1.033	2.221	1.345	.948	.814	1.334	3.734	1.360	.....
1884	1.015	1.966	1.253	.857	.931	1.127	1.842	1.392	.....
1885	.870	1.848	1.232	.803	.808	1.089	1.709	.828	.....
1886	.861	1.684	1.124	.818	.851	1.034	1.630	.874	.....
1887	.912	1.661	1.043	.855	.875	1.256	1.644	.802	.....
1888	.768	1.437	1.045	.744	.861	1.255	1.595	.571	2.644
1889	.858	1.429	1.100	.709	.742	1.093	1.588	.514	3.634
1890	.821	1.430	1.123	.647	.650	1.173	1.378	.495	3.056
1891	.816	1.382	1.181	.733	.749	1.029	1.374	.484	.....
1892	.770	1.402	1.121	.705	.727	.942	1.385	.456	2.540
1893	.705	1.229	1.047	.683	.737	1.197	1.366	.512	4.306
1894	.681	1.112	1.058	.698	.633	1.079	1.330	.482	3.097
1895	.672	1.109	1.107	.721	.660	1.199	1.223	.437	2.655
1896	.672	1.135	.991	.696	.632	1.150	1.185	.410	2.384
1897	.600	1.139	.895	.661	.606	.843	1.201	.431	2.234
1898	.614	1.065	.919	.624	.622	.987	1.194	.369	2.422
1899	.559	1.047	.934	.553	.607	.955	1.172	.354	2.791
1900	.606	.988	.840	.558	.612	.971	1.174	.....	.....

Year.	Missouri Pacific Ry.	New York, Susquehanna and Western R. R.	Chicago, St. Paul, Minneapolis and Omaha Ry.	Great Northern Ry.	Denver and Rio Grande R. R.	Gulf, Colorado and Santa Fe Ry.	Ann Arbor R. R.	Cleveland and Marietta Ry.	Chicago, Indianapolis and Louisville Ry.
1880	1.414	.....	.....	.....	.....	.....	.....	.....	.....
1881	1.303	3.792	1.400	2.884	3.617	2.454	1.888	1.341	.....
1882	1.413	3.338	1.260	2.514	3.654	2.450	1.313	.....	0.988
1883	1.417	1.739	1.430	1.958	2.770	2.502	1.223	.....	.953
1884	1.442	1.325	1.250	1.797	2.903	2.473	.....	.....	.980
1885	1.287	1.146	1.270	1.520	2.716	2.473	1.144	1.006	.831
1886	1.192	1.127	1.190	1.490	2.598	2.700	1.105	.825	.821
1887	1.124	1.378	1.140	1.364	2.386	.....	1.107	1.005	.804
1888	1.082	1.376	1.112	1.300	2.346	1.672	1.067	1.056	.855
1889	1.057	1.359	1.123	1.492	2.212	1.605	.963	1.050	.853
1890	1.040	1.308	1.067	1.163	2.054	1.705	.960	.983	.917
1891	.974	1.216	1.083	1.238	2.006	1.511	.927	.949	.863
1892	.943	1.119	1.116	1.234	1.863	1.440	.949	.877	.868
1893	.893	1.084	1.113	1.232	1.761	1.360	.857	.863	.883
1894	.878	.963	1.116	1.096	1.584	1.253	.860	.802	.833
1895	1.075	.896	1.179	1.014	1.660	1.423	.802	.854	.828
1896	.943	.922	1.127	1.019	1.648	1.312	.757	.820	.853
1897	.836	.941	1.023	1.037	1.609	1.088	.743	.708	.840
1898	.819	.959	.976	.986	1.339	1.204	.692	.690	.760
1899	.852	.831	.969	.980	1.360	1.168	.643	.694	.771
1900	.861	.811	.972	.966	1.340	.994	.626	*a*.686	.782

a For six months ending December 31, 1899.

TABLE 3.—*Average rates per ton per mile, in cents*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Toledo and Ohio Central Ry.	Cleveland, Canton and Southern R. R.	Fort Worth and Denver City Ry.	Toledo, St. Louis and Kansas City R. R.	Louisville, Evansville and St. Louis Consolidated R. R.	Alabama Great Southern R. R.	Atlantic and Pacific R. R.	New York, Chicago and St. Louis R. R.	Central of Georgia Ry.
1882	0.781	1.184	2.834	1.545	.....	.....	.....	.....	.....
1883	.730	1.070	.....	.....	3.059	1.386	1.635	0.600	3.039
1884	.678	1.126	.....	.938	1.430	1.320	1.656	.476	1.630
1885	.600	.....	.....	.....	1.295	1.085	1.293	.435	1.766
1886	.572	1.021	.....	.....	1.249	1.080	.765	.535	.....
1887	.559	1.037	.....	.....	1.002	1.137	1.043	.551	1.963
1888	.567	1.060	.....	.748	1.006	.956	1.089	.577	1.914
1889	.562	1.087	1.807	.602	1.138	.888	1.137	.506	1.916
1890	.537	1.312	1.663	.525	1.246	.899	1.110	.524	1.902
1891	.560	.944	1.238	.518	1.227	.849	1.163	.519	1.529
1892	.535	.793	1.381	.487	1.015	.721	1.211	.537	.....
1893	.557	.774	1.340	.462	1.059	.639	1.140	.545	1.246
1894	.608	.729	*a* 1.586	.489	.938	.682	1.003	.534	1.279
1895	.563	.712	1.343	.525	1.059	.637	.946	.533	1.183
1896	.522	.755	1.198	.514	.916	.641	.981	.517	1.121
1897	.478	.745	1.221	.532	.744	.669	1.001	.525	1.205
1898	.467	.831	*b* 1.105	.510	.704	.663	.....	.527	1.165
1899	.438	.849	1.046	.486	.798	.655	.....	.483	1.044
1900	.441	.....	1.063	.585	.775	.695	.....	.476	1.096

Year.	Norfolk and Southern R. R.	Chicago and Erie R. R.	Vicksburg, Shreveport and Pacific R. R.	Cincinnati, New Orleans and Texas Pacific Ry.	Oregon R. R. and Navigation Company.	Wheeling and Lake Erie R. R.	New York, Philadelphia and Norfolk R. R.	Florida Central and Peninsular R. R.	Baltimore and Ohio Southwestern R. R.
1883	3.941	.....	.....	.....	.....	.....	.....	.....	.....
1884	2.996	0.524	7.100	1.096	3.450	0.595	7.315	2.466	.....
1885	2.854	.444	5.337	1.026	2.472	.500	2.141	.....	.856
1886	2.588	.423	3.749	.994	2.288	.474	1.674	1.918	.760
1887	2.369	.469	3.180	.987	2.155	.492	1.254	1.491	.757
1888	2.050	.511	3.145	.915	1.684	.582	1.223	.....	.840
1889	1.861	.525	3.255	.877	1.979	.624	1.126	1.508	.757
1890	1.732	.541	3.176	.921	1.970	.530	1.027	1.554	.791
1891	2.081	.532	3.343	.876	1.733	.588	1.060	1.450	.839
1892	2.211	.525	2.628	.779	1.893	.562	1.094	1.424	.765
1893	2.058	.513	2.320	.745	1.712	.500	1.057	1.329	.775
1894	2.079	.496	2.479	.757	1.554	.490	1.067	1.364	.802
1895	2.058	.518	2.010	.724	1.765	.506	1.021	1.334	.768
1896	1.982	.479	1.972	.729	1.680	.474	.976	1.195	.668
1897	1.825	.477	1.730	.720	1.638	*c*. 373	.930	1.239	.616
1898	1.713	.437	1.815	.704	1.499	.442	.839	1.261	.547
1899	1.600	.374	1.547	.682	1.538	*d*. 424	.975	1.209	.518
1900	1.767	.382	1.457	.730	1.423	.541	.949	1.190	.491

a For period July 1 to October 23, 1893; October 24, 1893, to June 30, 1894, 1.291 cents.
b Report for six months ending June 30, 1898.
c Average for six and one-half months ending January 16, 1897; average for five and one-half months ending June 30, 1897, 0.460 cent.
d Report of receivers for ten months ending April 30, 1899.

TABLE 3.—*Average rates per ton per mile, in cents*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Cincinnati, Jackson and Mackinaw Ry.	Nashville, Chattanooga and St. Louis Ry.	Chicago Great Western Ry.	Minneapolis, St. Paul and Sault Ste. Marie Ry.	Saint Louis Southwestern Ry.	Chicago, Burlington and Northern R. R.	Southern Pacific Company.	Yazoo and Mississippi Valley R. R.	Kansas City, Memphis and Birmingham R. R.	Toledo, Peoria and Western Ry.
1885	3.832	.....	.....	.....	.....	.....	.....	.....	.....	.....
1886	1.601	1.312	3.232	2.504	1.519	.....	.....	.....	.....	.....
1887	.978	1.198	1.823	.....	1.356	.532	1.414	1.043	.....	.....
1888	1.036	1.193	.804	1.247	1.228	.503	1.396	.936	1.078	1.270
1889	.844	1.128	.948	.708	1.356	.571	1.517	.932	.972	1.347
1890	.786	1.145	.718	.651	1.248	.535	1.155	1.070	.956	1.451
1891	.771	1.070	.786	.710	1.033	.603	1.498	1.083	.951	1.455
1892	.809	1.035	.798	.697	1.181	.638	1.485	.887	.919	1.432
1893	.841	1.067	.770	.733	1.076	.642	1.352	.786	.872	1.422
1894	.762	1.043	.823	.643	1.077	.724	1.167	.908	.910	1.310
1895	.788	.920	.....	.663	1.130	.669	1.143	1.048	.866	1.271
1896	.677	.923	.....	.633	1.026	.612	1.122	.983	.780	1.207
1897	.736	.978	.....	.643	.972	.634	1.125	.948	.906	1.323
1898	.....	.923	.....	.602	1.058	.....	1.020	.863	.860	1.193
1899	.....	.833	.....	.579	1.029	.....	.975	.862	.811	1.120
1900	.....	.887	.725	.658	.922	.....	.927	.935	.846	1.186

Year.	Rio Grande Western Ry.	Union Pacific, Denver and Gulf Ry.	Colorado Midland Ry.	Houston and Texas Central R. R.	St. Louis, Chicago and St. Paul Ry.	San Antonio and Aransas Pass Ry.
1889	1.991	.....	.....	.....	.....	.....
1890	2.073	1.362	2.960	.....	.....	.....
1891	1.951	1.317	2.578	2.021	1.775	2.116
1892	1.713	1.361	2.540	1.711	.....	.....
1893	1.696	1.298	2.376	1.506	1.219	1.754
1894	1.405	*a* 1.205	1.900	1.470	1.384	2.008
1895	1.383	1.418	2.155	1.591	1.458	1.983
1896	1.411	1.313	1.820	1.318	1.238	1.749
1897	1.456	1.381	1.746	1.316	.806	2.002
1898	1.219	1.175	1.521	1.240	.840	1.816
1899	1.276	*b* 1.185	1.630	1.315	.....	1.804
1900	1.182	.....	1.899	1.214	*c* .775	1.868

a For period July 1 to December 17, 1893; December 18, 1893, to June 30, 1894, 1.300 cents.
b Report of receiver ending December 31, 1898.
c For eight months ending February 28, 1900; average for four months ending June 30, 1900, 0.658 cent (Chicago, Peoria and St. Louis Railway of Illinois).

The six tables next following contain data similar to those in the foregoing statement, though they relate to roads that have been consolidated with other companies. The remarks in connection with Table 3 are equally applicable to Tables 4 to 9, inclusive.

TABLE 4.—*Average rates per ton per mile, in cents.*

LINES NOW OPERATED BY NEW YORK, NEW HAVEN AND HARTFORD RAILROAD.

Year.	Housatonic R.R.	New Haven and Northampton R.R.	Providence and Worcester R.R.	Boston and New York Air Line R.R.	Danbury and Norwalk R.R.	Shore Line Ry.	New York, Providence and Boston R.R.	Naugatuck R.R.	Old Colony R.R.	Boston and Providence R.R.
1862	.....	.....	.....	.....	.....	.....	.....	.....	3.086	.....
1863	.....	.....	.....	.....	.....	.....	.....	.....	2.279	.....
1864	.....	.....	.....	.....	.....	.....	.....	.....	1.755	.....
1865	.....	.....	.....	.....	.....	.....	.....	.....	1.812	.....
1866	.....	.....	.....	.....	.....	.....	.....	.....	2.464	.....
1867	.....	.....	.....	.....	.....	.....	.....	.....	3.543	.....
1868	.....	.....	.....	.....	.....	.....	.....	.....	2.872	.....
1869	.....	.....	.....	.....	.....	.....	.....	.....	3.401	.....
1870	2.851	3.988	2.959	.....	.....	.....	.....	.....	3.715	2.911
1871	.....	3.843	.....	.....	.....	.....	.....	.....	4.336	3.225
1872	.....	3.366	2.863	.....	9.632	11.403	3.574	.....	4.128	3.381
1873	2.967	3.071	2.944	.....	8.133	5.262	3.354	6.109	4.023	3.305
1874	3.302	3.244	3.001	.....	8.264	5.051	3.520	6.318	3.723	3.366
1875	2.809	3.637	3.040	4.442	7.997	4.737	3.356	6.146	3.543	2.946
1876	2.744	3.172	2.763	4.324	8.061	4.466	3.490	6.449	3.523	2.719
1877	3.199	3.150	2.813	5.318	8.869	4.887	3.197	6.911	3.468	2.590
1878	2.755	3.112	2.860	2.113	8.587	4.569	2.531	5.009	3.725	2.485
1879	3.118	2.759	2.973	2.508	8.282	4.367	2.707	4.041	2.687	2.266
1880	2.864	3.081	2.847	5.659	7.182	.....	3.051	4.250	2.919	2.438
1881	2.725	2.928	2.799	.....	8.264	.....	2.795	4.250	2.992	2.768
1882	2.552	2.628	2.781	3.550	7.409	.....	2.944	4.650	3.041	2.828
1883	2.703	2.362	2.961	.....	6.455	.....	2.929	4.289	3.165	2.831
1884	2.806	2.102	3.091	.....	6.177	.....	2.837	4.308	3.008	2.817
1885	2.639	2.265	2.460	.....	5.255	.....	2.754	4.485	2.935	2.831
1886	2.095	1.973	2.493	.....	4.972	.....	2.480	4.828	2.931	2.838
1887	2.527	1.976	2.553	.....	.....	.....	2.317	4.450	2.903	2.925
1888	2.570	.....	2.462	.....	.....	.....	2.330	.....	3.866	.....
1889	2.418	.....	2.543	.....	.....	.....	2.333	.....	2.908	.....
1890	2.293	.....	.....	.....	.....	.....	2.542	.....	2.657	.....
1891	1.969	.....	.....	.....	.....	.....	2.246	.....	2.631	.....
1892	2.246	.....	.....	.....	.....	.....	2.114	.....	2.772	.....
1893	.....	.....	.....	.....	.....	.....	.....	.....	2.687	.....

TABLE 5.—*Average rates per ton per mile, in cents.*

LINES NOW OPERATED BY BOSTON AND MAINE RAILROAD.

Year.	Connecticut River R.R.	Manchester and Lawrence R.R.	Boston, Concord and Montreal R.R.	Nashua and Lowell R.R.	Worcester and Nashua R.R.	Eastern R.R. (Mass.)	Connecticut and Passumpsic River R.R.	Northern R.R. (N.H.)	Boston and Lowell R.R.	Concord R.R.
1869	3.631	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	3.865	5.068	6.468	3.614	3.194	4.063	5.657	1.846	.....	.....
1871	4.072	.....	7.175	3.694	.....	4.293	4.585	2.445	3.694	.....
1872	3.446	3.518	6.585	3.604	2.826	3.823	3.821	1.576	3.604	2.561
1873	3.262	3.651	6.582	3.940	2.707	2.872	3.765	1.591	3.940	2.791
1874	3.615	3.564	6.393	3.893	2.913	2.566	4.138	1.727	3.893	2.782
1875	3.485	2.861	6.132	3.542	2.603	2.377	4.455	1.368	3.542	2.417
1876	3.513	3.508	4.835	3.203	2.769	2.347	4.491	1.214	3.203	2.481
1877	3.765	2.987	4.599	3.470	2.695	2.333	4.122	1.246	3.470	2.557
1878	3.922	4.367	4.643	3.369	2.763	2.300	3.750	1.116	3.369	2.060
1879	3.502	4.206	4.228	2.573	2.301	2.194	3.431	1.042	3.345	1.965
1880	3.347	3.195	3.314	2.248	2.262	1.943	2.675	.846	2.949	1.866
1881	2.975	3.215	2.650	.....	2.283	2.058	2.251	1.100	3.133	1.969
1882	3.067	3.056	2.568	.....	2.351	2.035	2.118	1.069	2.528	2.187
1883	3.049	3.936	2.190	.....	2.352	1.923	2.101	1.122	2.900	2.030
1884	3.053	3.056	1.977	.....	2.335	1.794	1.930	1.191	2.326	1.949
1885	2.960	3.571	.....	.....	2.399	.....	1.718	.....	1.769	1.867
1886	2.810	3.434	.....	.....	2.708	.....	1.245	.....	1.669	1.721
1887	2.911	2.886	.....	.....	.....	.....	1.254	.....	1.718	1.696
1888	2.726	.....	.....	.....	.....	.....	.....	.....	.....	.....
1889	2.737	.....	.....	.....	.....	.....	.....	.....	.....	.....
1890	2.747	.....	.....	.....	.....	.....	.....	.....	.....	.....
1891	2.748	.....	.....	.....	.....	.....	.....	.....	.....	.....
1892	2.422	.....	.....	.....	.....	.....	.....	.....	.....	.....
1893	2.455	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE 6.—*Average rates per ton per mile, in cents.*

LINES FORMING THE UNION PACIFIC SYSTEM.

Year.	Oregon Short Line and Utah Northern Ry.	Junction City and Fort Kearney Ry.	Kearney and Black Hills Ry.	Omaha and Republican Valley Ry.	Carbon Cut-off Ry.	Solomon Ry.	Salina and Southwestern Ry.	Union Pacific, Lincoln and Colorado Ry.	Brighton and Boulder Branch Ry.	Echo and Park City Ry.	Kansas Central R.R.
1881	5.528	3.579	.....	3.595	.....	3.419	4.726	.....	2.992	8.953	.....
1882	4.881	2.718	.....	3.466	.....	2.938	3.386	.....	2.579	7.639	3.219
1883	3.593	2.266	.....	2.938	.....	2.832	3.135	.....	2.171	7.349	2.729
1884	2.765	2.213	.....	2.751	.....	2.854	2.961	.....	1.994	6.535	2.658
1885	1.816	2.241	.....	2.261	.....	2.392	2.963	.....	1.859	3.803	2.523
1886	1.628	2.388	.....	1.903	.....	2.540	3.856	3.911	1.793	3.917	2.691
1887	1.252	2.365	.....	1.492	.....	2.677	3.057	2.079	2.249	3.960	2.982
1888	.960	2.351	.....	1.616	.....	2.507	2.906	.....	.....	4.111	2.895
1889	.999	2.219	.....	1.618	.....	2.903	3.548	1.608	.....	4.312	2.660
1890	1.292	2.392	.....	1.615	0.615	3.525	3.949	2.269	.....	4.401	2.774
1891	1.177	3.021	3.959	1.656	.655	3.648	2.628	2.341	.....	3.904	2.300
1892	1.264	2.688	3.861	1.828	.625	3.292	3.969	2.197	.....	3.901	2.325
1893	1.144	2.811	3.737	1.844	.773	3.170	4.169	2.248	1.265	4.090	2.519
1894	1.040	2.883	4.011	1.934	.825	2.853	3.566	2.578	1.483	4.186	2.459
1895	1.160	3.286	3.178	1.843	1.131	3.000	3.808	2.452	2.724	3.701	2.475
1896	1.055	3.795	3.852	1.967	1.176	2.998	3.995	2.343	2.728	3.020	2.577

TABLE 7.—*Average rates per ton per mile, in cents.*

LINES IN NEW ENGLAND NOW OPERATED BY VARIOUS COMPANIES.

Year.	Now operated by—									
	Maine Central R.R., formerly European and North American R.R.	Fitchburg R. R., formerly—			New England R. R., formerly—		Philadelphia, Reading and New England R. R., formerly Connecticut Western R. R.	Central Vermont R. R., formerly—	
		Troy and Boston R. R.	Cheshire R. R.	Boston, Barre and Gardner R. R.	Norwich and Worcester R. R.	Hartford, Providence and Fishkill R. R.		New London Northern R. R.	Ogdensburg and Lake Champlain R. R.
1858	.....	4.440	.....	.....	.....	.....	.....	.....	2.452
1859	.....	5.000	.....	.....	.....	.....	.....	.....	2.551
1860	.....	4.015	.....	.....	.....	.....	.....	.....	2.323
1861	.....	3.199	.....	.....	.....	.....	.....	.....	2.175
1862	.....	2.742	.....	.....	.....	.....	.....	.....	1.939
1863	.....	2.200	.....	.....	.....	.....	.....	.....	1.630
1864	.....	2.106	.....	.....	.....	.....	.....	.....	1.400
1865	.....	2.686	.....	.....	.....	.....	.....	.....	1.529
1866	.....	3.587	.....	.....	.....	.....	.....	.....	2.071
1867	.....	5.332	.....	.....	.....	.....	.....	.....	2.451
1868	.....	3.996	.....	.....	.....	.....	.....	.....	1.887
1869	.....	4.493	.....	.....	.....	.....	.....	.....	2.055
1870	.....	4.981	2.364	.....	3.349	6.251	.....	.....	2.165
1871	.....	5.055	2.294	.....	3.607	.....	.....	3.321	2.225
1872	.....	4.862	2.101	.....	3.348	5.498	14.062	2.818	1.914
1873	.....	4.930	2.071	.....	3.677	5.229	12.229	2.815	1.926
1874	.....	4.843	1.969	3.819	3.881	5.618	8.476	2.600	2.008
1875	.....	4.111	1.665	3.695	3.928	5.337	6.983	2.497	1.756
1876	.....	2.243	1.522	2.847	3.547	4.785	4.639	2.255	1.684
1877	2.889	1.956	1.559	2.798	2.747	5.010	3.635	2.339	1.488
1878	3.062	1.506	1.673	3.053	2.371	5.179	3.638	2.420	1.421
1879	2.689	1.340	1.476	3.179	3.092	.....	3.351	2.325	1.366
1880	2.344	1.383	1.522	2.810	2.827	.....	3.397	1.880	1.324
1881	2.649	1.258	1.483	2.511	2.716	.....	3.578	1.790	1.399
1882	2.153	1.252	1.411	2.606	2.716	.....	2.456	1.692	1.230
1883	.....	1.334	1.405	2.530	2.567	.....	2.415	1.607	1.246
1884	.....	1.693	1.349	2.577	2.018	.....	2.066	1.729	1.170
1885	.....	1.655	1.335	.....	2.492	.....	1.994	1.638	1.092
1886	.....	1.985	1.238	.....	2.359	.....	2.071	1.509	.897
1887	.....	.....	1.143	.....	2.591	.....	2.110	1.358	.782
1888	.....	.....	.....	.....	.....	.....	.....	1.307	.....
1889	.....	.....	1.147	.....	.....	.....	.....	1.441	.....
1890	.....	.....	.918	.....	.....	.....	.....	1.240	.....
1891	.....	.....	.....	.....	.....	.....	.....	1.392	.....
1892	.....	.....	.....	.....	.....	.....	.....	1.267	.....

TABLE 8.—*Average rates per ton per mile, in cents.*

LINES IN MIDDLE STATES NOW OPERATED BY VARIOUS COMPANIES.

Year.	Now operated by—														
	New York Central and Hudson River R. R., formerly—		Delaware, Lackawanna and Western R. R., formerly—			Delaware and Hudson R. R., formerly—	Lehigh Valley Ry., formerly—	Philadelphia and Reading R. R., formerly—	Baltimore and Ohio R. R., formerly—	Pennsylvania Company, formerly—				Cleveland, Cincinnati, Chicago and St. Louis Ry., formerly—	
	Utica and Black River R. R.	Rome, Watertown and Ogdensburg R. R.	Oswego and Syracuse R. R.	Syracuse, Binghamton and New York R. R.	Cayuga and Susquehanna R. R.	Rensselaer and Saratoga R. R.	Elmira, Cortland and Northern R. R.	North Pennsylvania R. R.	Central Ohio R. R.	Erie and Pittsburg R. R.	Pittsburg, Cincinnati and St. Louis R. R.	Chicago, St. Louis and Pittsburg R. R.	Jeffersonville, Madison and Indianapolis R. R.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	Indianapolis and St. Louis R. R.
1858	6.247	2.376	4.804	1.809	.....	4.893	.....	.....	.....	.....	.....	.....	.....	.....	.....
1859	6.623	2.715	3.913	1.696	2.819	4.203	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	6.273	3.057	3.288	1.467	2.865	4.840	.....	.....	.....	.....	.....	.....	.....	.....	.....
1861	6.535	3.045	3.476	1.332	2.660	4.169	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862	6.498	2.941	3.302	1.191	2.475	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863	5.200	2.078	2.568	.976	1.851	3.740	.....	.....	.....	.....	.....	.....	.....	.....	.....
1864	4.154	1.773	2.104	.701	1.608	3.733	.....	.....	.....	.....	.....	.....	.....	.....	.....
1865	6.190	2.340	2.642	.842	2.022	3.908	.....	.....	.....	.....	.....	.....	.....	.....	.....
1866	7.879	2.592	3.762	1.050	2.256	5.138	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867	7.756	2.686	3.768	1.162	2.288	5.127	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	7.492	2.297	3.188	1.087	1.882	2.043	.....	.....	.....	.....	.....	.....	.....	.....	.....
1869	7.060	2.863	3.470	1.421	2.122	2.072	.....	.....	.....	.....	.....	4.136	.....	.....	.....
1870	7.250	3.167	2.419	1.202	2.163	3.337	.....	.....	.....	.....	.....	.....	.....	.....	1.535
1871	7.533	3.416	2.725	1.437	2.638	3.347	.....	.....	.....	1.421	.....	.....	2.068	.....	.....
1872	5.833	2.613	2.357	1.268	2.174	2.916	.....	2.429	.....	1.442	.....	1.134	.....	.....	.....
1873	4.524	2.415	2.054	1.170	1.922	2.804	.....	2.175	.....	1.249	1.156	1.029	1.591	.....	1.344
1874	4.641	2.573	2.235	1.151	1.652	.....	.....	2.453	4.048	1.251	.980	.984	1.838	1.598	1.236
1875	4.363	2.622	1.917	1.054	1.867	.....	.....	2.169	.....	1.256	.981	.922	1.674	1.638	1.091
1876	4.291	2.742	2.160	1.093	2.121	2.453	.....	1.996	.....	1.147	.775	.752	1.549	1.530	.949
1877	4.583	2.403	1.991	.920	1.970	2.438	1.828	2.246	.857	1.040	.871	.847	1.672	1.660	.997
1878	4.707	2.592	1.753	.727	2.051	2.462	1.805	2.338	.876	1.000	.789	.769	1.571	1.644	.977
1879	4.278	2.496	1.485	.715	1.740	2.098	2.074	.....	.802	1.098	.719	.699	1.473	1.518	.964
1880	3.637	2.033	1.722	.582	.....	1.985	2.055	.....	.....	1.085	.835	.800	1.402	1.397	.949
1881	3.174	2.042	1.752	.633	.....	2.001	2.058	.....	.....	1.148	.718	.670	1.279	1.171	.751
1882	2.920	1.957	.....	.665	.....	1.836	2.203	.....	.....	1.135	.705	.660	1.411	1.144	.710
1883	2.456	1.799	.....	.652	.....	.....	2.014	.....	.890	1.027	.757	.720	1.504	1.200	.778
1884	1.595	1.606	.....	.621	.....	.....	1.916	.....	.799	.861	.626	.600	1.300	1.029	.644
1885	1.954	1.571	.....	.620	.....	.....	.830	.....	.....	.730	.534	.520	1.220	.884	.591
1886	.....	1.381	.....	.681	.....	.....	.700	.....	.526	.717	.625	.590	1.145	.892	.728
1887	.....	1.358	.....	.717	.....	.....	.740	.....	.....	.813	.658	.630	1.267	.847	.754
1888	.....	1.373	.....	.....	.....	1.405	.688	.....	.....	.699	.727	.646	.....	.815	.724
1889	.....	1.146	.....	1.425	.....	1.260	.775	.....	.....	.615	.646	.594	.....	.774	.687
1890	.....	1.063	.....	1.368	.....	1.137	.693	.....	.....	.607	.669	.626	.....	.....	.....
1891	.....	1.022	.....	1.318	.....	.....	.749	.....	.....	.568	.657	.627	.....	.....	.....
1892	.....	.....	.....	1.234	.....	.....	1.013	.....	.....	.536	.....	.....	.....	.....	.....
1893	.....	.....	.....	1.210	.....	.....	.918	.....	.....	.544	.....	.....	.....	.....	.....
1894	.....	.....	.....	1.215	.....	.....	1.049	.....	.....	.537	.....	.....	.....	.....	.....
1895	.....	.....	.....	1.206	.....	.....	.866	.....	.....	.580	.....	.....	.....	.....	.....
1896	.....	.....	.....	1.411	.....	.....	.982	.....	.....	.510	.....	.....	.....	.....	.....

TABLE 9.—*Average rates per ton per mile, in cents.*

LINES IN THE SOUTH NOW OPERATED BY VARIOUS COMPANIES.

Year.	Now operated by—											
	Southern Railway, formerly—			Atlantic Coast Line, formerly—			Louisville and Nashville, formerly—				Illinois Central R. R., formerly—	
	East Tennessee, Virginia and Georgia Ry.	Washington and Ohio R. R.	Charlotte, Columbia and Augusta R. R.	Wilmington, Columbia and Augusta R. R.	Wilmington and Weldon R. R.	Northeastern R. R.	Louisville, Cincinnati and Lexington Ry.	Nashville and Decatur R. R.	South and North Alabama R. R.	Mobile and Montgomery Ry.	Chicago, St. Louis and New Orleans R. R.	Chesapeake, Ohio and Southwestern R. R.
1872							2.875					
1873							3.390	2.799	1.863			
1874							2.316	2.351	1.736		2.340	
1875								1.939	1.558	2.223	2.190	
1876							2.240	1.731	1.454	1.857		
1877							2.164	1.654	1.373	1.802		
1878	1.686	5.494					1.911	1.693	1.401	2.218	1.984	
1879	1.538	5.080	3.944				1.798	1.474	1.397	2.247		
1880	1.418	4.576	3.403				1.807	1.601		2.440		1.188
1881		4.793	3.290				1.724	1.450				1.104
1882			2.759					1.229				
1883	1.515	3.764	3.589	3.759	2.661							1.299
1884	1.375	3.940	3.039	2.280	2.359	2.577						1.093
1885	1.194	4.100		2.005	2.298	2.340						1.015
1886	1.146			1.832	2.132	2.266						1.000
1887	1.029	4.827		1.927	1.990	2.147						.895
1888	.965											.862
1889	.898											.829
1890	.870											.841
1891	.905							.805	.785	.939		.772
1892	.874							.759	.717	.876		.806
1893	.855											.809
1894	.820											.780
1895	*a* .594											.708

a One month ending July 31, 1894; merged in Southern Railway.

Table 10 shows the average rates per ton per mile collected for the transportation of coal by the companies which make public separate data relating to such traffic. The ton used is one of 2,000 pounds, in order to make the averages comparable with those for other traffic. During the period from 1878 to 1887, inclusive, for which no averages are shown for the Central Railroad of New Jersey, that company was under lease to the Lehigh Valley Railway, and the averages for the latter represent the traffic of both lines.

TABLE 10.—*Coal—average rates per ton per mile, in cents.*

Year.	Central R. R. of New Jersey.	Philadelphia and Reading R. R.	Lehigh Valley Ry.	Pennsylvania and New York Canal and R. R. (*a*)	St. Louis, Alton and Terre Haute R. R. (*b*)	Erie R. R.
1865		1.513				
1866		1.319				
1867		1.143				
1868		1.088				
1869		1.459	1.746			
1870		1.430	1.888			
1871		1.580	2.039			
1872	1.128	1.375	1.791			
1873	1.462	1.589	1.866	1.312		
1874	1.516	1.658	1.994	1.218		

a Leased to Lehigh Valley Railway. *b* Leased to Illinois Central Railroad.

TABLE 10.—*Coal—average rates per ton per mile, in cents*—Continued.

Year.	Central R. R. of New Jersey.	Philadelphia and Reading R. R.	Lehigh Valley Ry.	Pennsylvania and New York Canal and R. R. (*a*)	St. Louis, Alton and Terre Haute R. R. (*b*)	Erie R. R.
1875	1.462	1.629	1.851	1.165	.....	.....
1876	.859	1.418	1.522	1.088	.....	.....
1877	.885	1.253	1.287	.983	.....	.....
1878	.....	1.548	1.429	.955	.....	.....
1879	.....	1.218	1.093	.775	.....	.....
1880	.....	1.540	1.426	1.106	.....	0.738
1881	.....	1.556	1.516	1.249	2.503	.845
1882	.....	1.551	1.460	1.302	2.368	.808
1883	.....	1.404	1.411	1.132	2.026	.745
1884	.....	1.291	1.331	1.015	1.477	.687
1885	.....	1.072	1.221	.837	1.731	.595
1886	.....	.978	1.150	.837	1.319	.537
1887	.....	1.159	1.200	.882	1.186	.566
1888	1.106	1.117	1.247	.....	1.060	.601
1889	1.052	1.018	.967	.....	1.056	.563
1890	1.027	1.011	.863	.....	1.095	.....
1891	1.018	.....	.840	.....	.954	.....
1892	1.124	.....	.830	.....	.938	.....
1893	1.065	.....	.837	.....	.899	.605
1894	.989	.....	.751	.....	.957	.....
1895	.965	.....	.655	.....	.987	.....
1896	.959	.....	.682	.....	.....	.....
1897	.....	.....	.712	.....	.....	.....
1898	.....	.....	.669	.....	.....	.....
1899	.....	.....	.655	.....	.....	.....
1900	.....	.....	.740	.....	.....	.....

a Leased to Lehigh Valley Railway. *b* Leased to Illinois Central Railroad.

The averages shown in Tables 11 to 52, inclusive, have been obtained by multiplying each rate by the number of days during which it was in effect and dividing the sum of the products so obtained by the number of days in the year or other period represented. The adoption of this method is equivalent to the assumption that equal quantities of the commodities included go forward daily. This method, while not entirely satisfactory, is probably the best which can be adopted, owing to the absence of available records showing the quantities of each commodity shipped during the prevalence of each rate.

The tendency of shipments to concentrate during periods of low rates might be supposed to render averages obtained in the manner described somewhat too high, although this tendency may have been offset by the comparative steadiness of the demand for the commodities which constitute the principal items of westward-bound traffic. Another element of error in the tables under consideration arises from their having been derived mainly from published schedules of charges and from the frequency with which such schedules were formerly deviated from in order to secure business that might otherwise seek rival routes. Only general allowance can be made for the error so caused, since the actual rates charged were known to but few individuals at any time, and data from which to estimate with any degree of accuracy the extent of the concessions from the schedules from time to time established, which were made to shippers, are now wholly lacking.

Rates from New York to Buffalo are illustrative of those from all northern Atlantic seaboard cities and adjacent territory to Buffalo and

the other trunk-line termini, including Erie, Pittsburg, and Wheeling. While rates to and from these points have not always been identical with those from New York to Buffalo, they have generally varied in substantially similar proportions.

TABLE 11.—*Miscellaneous commodities—average rates, regardless of quantity shipped, in cents per 100 pounds.*

NEW YORK TO BUFFALO BY RAIL.

Year.	Dry goods.	Cotton piece goods.	Boots and shoes.	Tea.	Drugs.
1867	64	64	64	64	64
1868	69	69	69	69	69
1869	66	66	66	66	66
1870	71	71	71	71	71
1871	71	71	71	71	71
1872	68	68	68	68	68
1873	45	45	45	45	45
1874	49	49	49	49	49
1875	43	43	43	43	43
1876	30	30	30	30	30
1877	45	45	45	45	45
1878	45	45	45	45	45
1879	43	43	43	43	43
1880	43	43	43	43	43
1881	38	38	38	38	38
1882	38	38	38	38	38
1883	43	43	43	43	43
1884	43	43	43	43	43
1885	43	43	43	43	43
1886	43	43	43	43	43
1887	40	32	40	40	40
1888	39	28	39	39	39
1889	39	28	39	39	39
1890	39	28	39	39	39
1891	39	28	39	39	39
1892	39	28	39	39	39
1893	39	28	39	39	39
1894	39	28	39	39	39
1895	39	28	39	39	39
1896	39	28	39	39	39
1897	39	28	39	39	39
1898	39	28	39	39	39
1899	39	28	39	39	39
1900	39	29	39	39	39

TABLE 12.—*Miscellaneous commodities—average rates for less than carload quantities, in cents per 100 pounds.*

NEW YORK TO BUFFALO BY RAIL.

Year.	Furniture.	Agricultural implements.	Lead.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Molasses.	Rice.	Soap.	
											Castile and fancy.	Common.
1867	64	64	25	55	55	55	55	25	25	25	55	38
1868	69	69	29	57	57	.....	48	.....	.....	29	57	31
1869	66	66	30	56	.....	.....	44	.....	.....	30	56	30
1870	71	71	33	59	.....	.....	50	.....	.....	.....	59	40
1871	71	71	26	58	31	24	48	24	33	33	58	33
1872	68	68	25	57	50	25	47	25	35	29	57	35
1873	45	.....	20	38	20	20	31	20	25	20	38	25
1874	49	.....	21	41	21	21	35	21	27	21	41	27
1875	43	.....	18	37	18	18	32	18	26	18	38	26
1876	30	.....	16	28	16	16	26	16	20	16	28	20
1877	45	.....	20	33	20	20	31	20	27	20	39	27
1878	45	.....	23	23	23	23	23	23	23	23	36	23
1879	43	.....	23	23	23	23	23	23	23	23	35	23
1880	43	.....	23	23	23	23	23	23	23	23	35	23
1881	38	.....	19	19	19	19	19	19	19	19	29	19
1882	38	.....	18	18	18	18	17	16	16	18	31	17
1883	43	.....	20	20	20	20	19	17	17	20	36	19
1884	43	.....	20	20	20	20	20	15	15	20	35	20

TABLE 12.—*Miscellaneous commodities—average rates for less than carload quantities, in cents per 100 pounds*—Continued.

NEW YORK TO BUFFALO BY RAIL—Continued.

Year.	Furniture.	Agricultural implements.	Lead.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Molasses.	Rice.	Soap.	
											Castile and fancy.	Common.
1885	43	.....	20	20	20	20	20	15	15	20	35	20
1886	43	.....	20	20	20	20	20	15	15	20	35	20
1887	40	.....	19	26	19	19	19	18	18	19	33	19
1888	39	28	19	28	19	19	19	19	19	19	33	19
1889	39	28	19	28	19	19	19	19	19	19	33	19
1890	39	28	19	28	19	19	19	19	19	19	33	19
1891	39	28	19	28	19	19	19	19	19	19	26	19
1892	39	28	19	28	19	19	19	19	19	19	19	19
1893	39	28	19	28	19	19	19	19	19	19	19	19
1894	39	28	19	28	19	19	19	19	19	19	19	19
1895	39	28	19	28	19	19	19	19	19	19	19	19
1896	39	28	19	28	19	19	19	19	19	19	19	19
1897	39	28	19	28	19	19	19	19	19	19	19	19
1898	39	28	19	28	19	19	19	19	19	19	19	19
1899	39	28	19	28	19	19	19	19	19	19	19	19
1900	39	29	19	28	23	23	23	21	19	19	23	23

TABLE 13.—*Miscellaneous commodities—average rates for carload quantities, in cents per 100 pounds.*

NEW YORK TO BUFFALO BY RAIL.

Year.	Furniture.	Agricultural implements.	Lead.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Molasses.	Rice.	Soap.	
											Castile and fancy.	Common.
1867	64	64	25	55	55	55	55	25	25	25	55	38
1868	69	69	29	57	57	.....	48	.....	.....	29	57	31
1869	66	66	30	56	.....	.....	44	.....	.....	30	56	30
1870	71	71	33	59	.....	.....	50	.....	.....	.....	59	40
1871	71	71	26	58	31	24	48	24	33	33	58	33
1872	68	68	25	57	50	25	47	25	35	29	57	35
1873	45	34	20	38	20	20	31	20	25	20	38	25
1874	49	27	21	41	21	21	35	21	27	21	41	27
1875	43	26	18	37	18	18	32	18	26	18	38	26
1876	30	20	16	28	16	16	26	16	20	16	28	20
1877	45	27	20	33	20	20	31	20	27	20	39	27
1878	45	24	23	23	23	23	23	23	23	23	36	23
1879	43	23	23	23	23	23	23	23	23	23	35	23
1880	43	23	23	23	23	23	23	23	23	23	35	23
1881	38	19	19	19	19	19	19	19	19	19	29	19
1882	38	18	18	18	18	18	17	16	16	18	31	17
1883	43	20	20	20	20	20	19	17	17	20	35	19
1884	43	20	20	20	20	20	20	15	15	20	35	20
1885	43	20	20	20	20	20	20	15	15	20	35	20
1886	43	20	20	20	20	20	20	15	15	20	35	20
1887	35	17	15	19	17	15	15	13	16	19	33	17
1888	33	16	13	19	16	13	13	13	16	13	33	16
1889	33	16	13	19	16	13	13	13	16	13	33	16
1890	33	16	13	19	16	13	13	13	16	13	33	16
1891	33	16	13	19	16	13	13	13	16	13	22	14
1892	33	16	13	19	16	13	13	13	16	13	13	13
1893	33	16	13	19	16	13	13	13	16	13	13	13
1894	33	16	13	19	16	13	13	13	16	13	13	13
1895	33	16	13	19	16	13	13	13	16	13	13	13
1896	33	16	13	19	16	13	13	13	16	13	13	13
1897	33	16	13	19	16	13	13	13	16	13	13	13
1898	33	16	13	19	16	13	13	13	16	13	13	13
1899	33	16	13	19	16	13	13	13	16	13	13	13
1900	33	16	13	19	16	16	16	16	16	13	16	16

The importance of the averages shown in Tables 14, 15, and 16 is not due wholly to the fact that New York and Chicago are the most populous among American cities, nor is it attributable solely to their

commercial importance as distributing centers or as gateways through which trade seeks access to regions rich in agricultural resources or abounding in manufacturing industries. While each of these facts would entitle such rates to be given great weight in studying the trend of railway charges, some knowledge of the rate-making practices followed by the great trunk railways is essential to a full appreciation of the relation of rates between New York and Chicago to railway rates generally. The cities in question are made basic points for the adjustment of charges on the vast traffic exchanged among the railways serving that portion of the United States which is situated north of the Potomac and Ohio rivers and east of the Mississippi River. Any change in the rates between New York and Chicago consequently causes corresponding changes in the charges for every through shipment of similar commodities in the region indicated, and rates on through shipments which originate at most points east of Lake Michigan and are destined westward to trans-Mississippi points east of the Pacific coast are also affected.

A brief explanation of the system of which this is a consequence may be of value. Supposing all westward shipments originating east of a line drawn from Toronto, Ontario, to Huntington, W. Va., through Buffalo, Salamanca, Pittsburg, Wheeling, and Parkersburg to commence at New York, the rates from the latter city to Chicago are considered as 100 per cent, and those to any other city or town west of the line indicated and east of the west bank of the Mississippi River are fixed at certain percentages of these bases.

For example, the amount charged upon any shipment from New York to Cleveland, Ohio, is 71 per cent of that which would be collected on an equal quantity of the same commodity shipped from New York to Chicago. Shipments to Toledo are charged for at the rate of 78 per cent of the New York to Chicago charge; to Detroit, 78 per cent; to Cincinnati, 87 per cent; to Indianapolis, 93 per cent; to Peoria, Ill., 110 per cent; to Rock Island, 122 per cent, and to East St. Louis, Ill., 116 per cent. When shipments originate at points other than New York east of the line from Toronto to Huntington, and are destined westward to points beyond it, the rates from New York to destination are ascertained and applied without modification, or they are corrected by the addition or subtraction of certain arbitrary amounts called differentials. For instance, rates from New York are applicable to shipments from Boston, but when Baltimore or Philadelphia is the originating point differentials are deducted, the amounts of which vary with the classification of the article shipped and the city at which its transportation begins. Any rate for the transportation of freight from a railway station in the region indicated to any other station situated beyond the Toronto-Huntington line thus bears a definite relation to the rate applicable to a similar shipment from New York to Chicago.

When a shipment of freight originating east of Buffalo, or any other of the various trunk-line termini, is destined beyond the Mississippi River, to a point not on or near the Pacific coast, the rate is usually determined by adding to the rate to the point at which the Mississippi River is crossed, the ordinary rate from the Mississippi River crossing to the point of final destination. The rate to the Mississippi River crossing used for this purpose may be lower than would be applied to a shipment destined to the same Mississippi River point for local consumption, but it invariably bears a definite relation to the New York and Chicago rate.

TABLE 14.—*Miscellaneous commodities—average rates, regardless of quantity shipped, in cents per 100 pounds.*

NEW YORK TO CHICAGO BY RAIL.

Year.	Dry goods.	Cotton piece goods.	Boots and shoes.	Tea.	Drugs.
1867	137	137	137	137	137
1868	122	122	122	122	122
1869	99	99	99	99	99
1870	113	113	113	113	113
1871	81	81	81	81	81
1872	105	105	105	105	105
1873	69	69	69	69	69
1874	81	81	81	81	81
1875	53	53	53	53	53
1876	39	39	39	39	39
1877	72	72	72	72	72
1878	77	77	77	77	77
1879	75	75	75	75	75
1880	75	75	75	75	75
1881	65	65	65	65	65
1882	56	56	56	56	56
1883	75	75	75	75	75
1884	75	75	75	75	75
1885	56	56	56	56	56
1886	75	66	75	75	75
1887	75	50	75	75	75
1888	73	49	73	73	73
1889	75	50	75	75	75
1890	75	50	75	75	75
1891	75	50	75	75	75
1892	75	50	75	75	75
1893	75	50	75	75	75
1894	75	50	75	75	75
1895	75	50	75	75	75
1896	75	50	75	75	75
1897	75	50	75	75	75
1898	75	50	75	75	75
1899	75	50	75	75	75
1900	75	57	75	75	75

TABLE 15.—*Miscellaneous commodities—average rates for less than carload quantities, in cents per 100 pounds.*

NEW YORK TO CHICAGO BY RAIL.

Year.	Furniture.	Agricultural implements.	Lead.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Molasses.	Rice.	Soap.	
											Castile and fancy.	Common.
1867	137	137	60	117	117	117	117	60	60	60	117	93
1868	122	122	56	103	103	.....	87	.....	.....	56	103	56
1869	99	99	54	92	.....	.....	75	.....	.....	54	92	54
1870	113	113	61	98	.....	.....	78	.....	.....	.....	98	60
1871	81	81	39	71	49	36	58	36	46	46	71	46
1872	105	105	43	93	81	43	72	43	55	51	93	55
1873	69	.....	31	62	31	31	50	31	40	31	62	40
1874	81	.....	37	74	37	37	62	37	49	37	74	49
1875	53	.....	25	48	29	24	40	24	41	25	48	33
1876	39	.....	20	37	20	20	32	20	23	20	37	23
1877	72	.....	33	56	33	33	50	33	40	33	65	40
1878	77	.....	41	41	41	41	41	41	41	41	62	41
1879	75	.....	40	40	40	40	40	40	40	40	60	40
1880	75	.....	40	40	40	40	40	40	40	40	60	40
1881	65	.....	33	33	33	33	33	33	33	33	51	33
1882	56	.....	26	26	26	26	26	24	24	26	44	26
1883	75	.....	35	35	35	35	35	30	30	35	60	35
1884	75	.....	35	35	35	35	35	25	25	35	60	35
1885	56	.....	27	27	27	27	27	20	20	27	45	27
1886	75	.....	35	35	35	35	35	25	25	35	60	35
1887	75	.....	35	46	35	35	35	33	33	35	64	35
1888	73	49	35	49	35	35	35	35	35	35	63	35
1889	75	50	35	50	35	35	35	35	35	35	65	35
1890	75	50	35	50	35	35	35	35	35	35	65	35
1891	75	50	35	50	35	35	35	35	35	35	49	35
1892	75	50	35	50	35	35	35	35	35	35	35	35
1893	75	50	35	50	35	35	35	35	35	35	35	35
1894	75	50	35	50	35	35	35	35	35	35	35	35
1895	75	50	35	50	35	35	35	35	35	35	35	35
1896	75	50	35	50	35	35	35	35	35	35	35	35
1897	75	50	35	50	35	35	35	35	35	35	35	35
1898	75	50	35	50	35	35	35	35	35	35	35	35
1899	75	50	35	50	35	35	35	35	35	35	35	35
1900	75	57	35	50	42	42	42	39	35	35	42	42

TABLE 16.—*Miscellaneous commodities—average rates for carloads, in cents per 100 pounds.*

NEW YORK TO CHICAGO BY RAIL.

Year.	Furniture.	Agricultural implements.	Lead.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Molasses.	Rice.	Soap.	
											Castile and fancy.	Common.
1867	137	137	60	117	117	117	117	60	60	60	117	93
1868	122	122	56	103	103	.....	87	.....	.....	56	103	56
1869	99	99	54	92	.....	.....	75	.....	.....	54	92	54
1870	113	113	61	98	.....	.....	78	.....	.....	.....	98	60
1871	81	81	39	71	49	36	58	36	46	46	71	46
1872	105	105	43	93	81	43	72	43	55	51	93	55
1873	69	54	31	62	31	31	50	31	40	31	62	40
1874	81	49	37	74	37	37	62	37	49	37	74	49
1875	53	33	25	48	29	24	40	24	41	25	48	33
1876	39	23	20	37	20	20	32	20	23	20	37	23
1877	72	39	33	56	33	33	50	33	40	33	65	40
1878	77	41	41	41	41	41	41	41	41	41	62	41
1879	75	40	40	40	40	40	40	40	40	40	60	40
1880	75	40	40	40	40	40	40	40	40	40	60	40
1881	65	33	33	33	33	33	33	33	33	33	51	33
1882	56	26	26	26	26	26	26	24	24	26	44	26
1883	75	36	35	35	35	35	35	30	30	35	60	35
1884	75	36	35	35	35	35	35	25	25	35	60	35
1885	56	27	27	27	27	27	27	20	20	27	45	27
1886	75	35	35	35	35	35	35	25	25	35	60	35
1887	67	31	27	35	31	27	27	25	29	35	64	31
1888	63	30	25	35	30	25	25	25	30	25	63	30
1889	65	30	25	25	30	25	25	25	30	25	65	30
1890	65	30	25	35	30	25	25	25	30	25	65	30
1891	65	30	25	35	30	25	25	25	30	25	44	26
1892	65	30	25	35	30	25	25	25	30	25	25	25
1893	65	30	25	35	30	25	25	25	30	25	25	25
1894	65	30	25	35	30	25	25	25	30	25	25	25
1895	65	30	25	35	30	25	25	25	30	25	25	25

TABLE 16.—*Miscellaneous commodities—average rates for carloads, in cents per 100 pounds*—Continued.

NEW YORK TO CHICAGO BY RAIL—Continued.

Year.	Furniture.	Agricultural implements.	Lead.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Molasses.	Rice.	Soap.	
											Castile and fancy.	Common.
1896	65	30	25	35	30	25	25	25	30	25	25	25
1897	65	30	25	35	30	25	25	25	30	25	25	25
1898	65	30	25	35	30	25	25	25	30	25	25	22
1899	65	30	25	35	30	25	25	25	30	25	25	35
1900	65	30	25	35	30	30	30	30	30	25	30	05

Among the circumstances affecting the business of transportation between the Atlantic seaboard and the Middle and Western States, none is more important than the existence of natural and artificial waterways as independent alternative means for moving commodities. A portion of this report will be devoted to the presentation of facts illustrating the rates from time to time available over these routes; but it is desired here to call attention to the fact that many shipments are sent by railway to Buffalo, Erie, Fairport, or Cleveland, and thence to Duluth, Gladstone, Milwaukee, Chicago, or some other western lake port for local consumption or transshipment to the points of final destination. Rates applicable to such shipments are shown in Tables 17, 18, and 19.

TABLE 17.—*Miscellaneous commodities—average rates, regardless of quantity, in cents per 100 pounds.*

NEW YORK TO CHICAGO BY LAKE AND RAIL.

Year.	Dry goods.	Cotton piece goods.	Boots and shoes.	Drugs.
1867	86	86	86	86
1868	86	86	86	86
1869	83	83	83	83
1870	91	91	91	91
1871	95	95	95	95
1872	77	77	77	77
1873	66	66	66	66
1874	63	63	63	63
1875	61	61	61	61
1876	63	63	63	63
1877	67	67	67	67
1878	59	59	59	59
1879	54	54	54	54
1880	54	54	54	54
1881	54	54	54	54
1882	51	51	51	51
1883	54	54	54	54
1884	54	54	54	54
1885	43	43	43	43
1886	54	54	54	54
1887	54	36	54	54
1888	49	34	49	49
1889	53	36	53	53
1890	54	37	54	54
1891	54	37	54	54
1892	54	37	54	54
1893	54	37	54	54
1894	54	37	54	54
1895	54	37	54	54
1896	54	37	54	54
1897	54	37	54	54
1898	54	37	54	54
1899	54	37	54	54
1900	54	41	54	54

TABLE 18.—*Miscellaneous commodities—average rates for less than carload quantities, in cents per 100 pounds.*

NEW YORK TO CHICAGO BY LAKE AND RAIL.

Year.	Furniture.	Agricultural implements.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Soap.	
								Castile and fancy.	Common.
1867	86	86	62	41	41	41	41	41	41
1868	86	86	62	41	41	41	41	41	41
1869	83	83	62	43	43	43	43	43	43
1870	91	91	61	50	50	50	50	50	50
1871	95	95	63	51	51	51	51	51	51
1872	77	77	52	41	41	41	41	41	41
1873	66	48	48	38	38	38	38	38	38
1874	63	48	48	38	38	38	38	38	38
1875	61	46	46	37	37	37	37	37	37
1876	63	48	48	38	38	38	38	38	38
1877	67	51	51	38	38	38	38	38	38
1878	59	42	42	29	29	29	29	29	29
1879	54	37	37	30	30	30	30	30	30
1880	54	37	37	30	30	30	30	30	30
1881	54	37	37	30	30	30	30	30	30
1882	51	34	34	27	27	27	27	27	27
1883	54	34	34	27	27	27	27	27	27
1884	54	34	34	27	27	27	27	27	27
1885	43	28	28	21	21	21	21	21	21
1886	54	34	34	27	27	27	27	27	27
1887	54	36	36	27	27	27	27	27	27
1888	49	34	34	25	25	25	25	25	25
1889	53	36	36	27	27	27	27	27	27
1890	54	37	37	27	27	27	27	27	27
1891	54	37	37	27	27	27	27	27	27
1892	54	37	37	27	27	27	27	27	27
1893	54	37	37	27	27	27	27	27	27
1894	54	37	37	27	27	27	27	27	27
1895	54	37	37	27	27	27	27	27	27
1896	54	37	37	27	27	27	27	27	27
1897	54	37	37	27	27	27	27	27	27
1898	54	37	37	27	27	27	27	27	27
1899	54	37	37	27	27	27	27	27	27
1900	54	41	37	32	32	32	30	32	32

TABLE 19.—*Miscellaneous commodities—average rates for carload quantities, in cents per 100 pounds.*

NEW YORK TO CHICAGO BY LAKE AND RAIL.

Year.	Furniture.	Agricultural implements.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Soap.	
								Castile and fancy.	Common.
1867	86	86	62	41	41	41	41	41	41
1868	86	86	62	41	41	41	41	41	41
1869	83	83	62	43	43	43	43	43	43
1870	91	91	61	50	50	50	50	50	50
1871	95	95	63	51	51	51	51	51	51
1872	77	77	52	41	41	41	41	41	41
1873	66	66	48	38	38	38	38	38	38
1874	63	63	48	38	38	38	38	38	38
1875	61	61	46	37	37	37	37	37	37
1876	63	63	48	38	38	38	38	38	38
1877	67	67	51	38	38	38	38	38	38
1878	59	59	42	29	29	29	29	29	29
1879	54	54	37	30	30	30	30	30	30
1880	54	54	37	30	30	30	30	30	30
1881	54	54	37	30	30	30	30	30	30
1882	51	51	34	27	27	27	27	27	27
1883	54	54	34	27	27	27	27	27	27
1884	54	54	34	27	27	27	27	27	27
1885	43	15	28	21	21	21	21	21	21
1886	54	20	34	27	27	27	27	27	27
1887	46	22	27	22	20	20	20	27	20
1888	43	21	25	21	18	18	18	25	18
1889	46	22	23	22	19	19	19	23	19
1890	47	23	23	23	20	20	20	23	20
1891	47	23	23	23	20	20	20	23	20

TABLE 19.—*Miscellaneous commodities—average rates for carload quantities, in cents per 100 pounds*—Continued.

NEW YORK TO CHICAGO BY LAKE AND RAIL—Continued.

Year.	Furniture.	Agricultural implements.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Soap.	
								Castile and fancy.	Common.
1892	47	23	23	23	20	20	20	20	20
1893	47	23	23	23	20	20	20	20	20
1894	47	23	23	23	20	20	20	20	20
1895	47	23	23	23	20	20	20	20	20
1896	47	23	23	23	20	20	20	20	20
1897	47	23	23	23	20	20	20	20	20
1898	47	23	23	23	20	20	20	20	20
1899	47	23	23	23	20	20	20	20	20
1900	47	23	23	23	23	23	23	23	23

TABLE 20.—*Miscellaneous commodities—average rates, regardless of quantity shipped, in cents per 100 pounds.*

NEW YORK TO ST. LOUIS BY RAIL.

Year.	Dry goods.	Cotton piece goods.	Boots and shoes.	Tea.	Drugs.
1867	177	177	177	177	177
1868	178	178	178	178	178
1869	135	135	135	135	135
1870	150	150	150	150	150
1871	103	103	103	103	103
1872	133	133	133	141	141
1873	101	101	101	101	101
1874	103	103	103	103	103
1875	64	64	64	64	64
1876	33	33	33	33	33
1877	93	93	93	93	93
1878	99	99	99	99	99
1879	95	95	95	95	95
1880	94	94	94	94	94
1881	82	82	82	82	82
1882	79	79	79	79	79
1883	94	94	94	94	94
1884	94	94	94	94	94
1885	72	72	72	72	72
1886	92	82	92	92	92
1887	92	63	92	92	92
1888	90	61	90	90	90
1889	87	58	87	87	87
1890	87	58	87	87	87
1891	87	58	87	87	87
1892	87	58	87	87	87
1893	87	58	87	87	87
1894	87	58	87	87	87
1895	87	58	87	87	87
1896	87	58	87	87	87
1897	87	58	87	87	87
1898	87	58	87	87	87
1899	87	58	87	87	87
1900	87	66	87	87	87

TABLE 21.—*Miscellaneous commodities—average rates for less than carload quantities, in cents per 100 pounds.*

NEW YORK TO ST. LOUIS BY RAIL.

Year.	Furniture.	Agricultural implements.	Lead.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Molasses.	Rice.	Soap.	
											Castile and fancy.	Common.
1867	177	177	74	141	141	141	141	74	80	74	141	106
1868	178	178	79	151	151	.....	127	.....	.....	79	151	84
1869	135	133	71	123	150	.....	101	.....	.....	71	123	71
1870	150	150	82	130	.....	.....	103	44	.....	.....	130	81
1871	103	98	50	91	65	49	75	49	61	61	91	61
1872	133	133	58	118	104	58	93	58	73	63	118	73
1873	101	.....	48	92	48	48	76	48	61	48	92	61
1874	103	.....	45	95	45	45	81	45	65	45	95	65
1875	64	.....	32	57	32	30	48	30	38	32	57	40
1876	33	.....	21	30	21	21	27	21	24	21	29	24
1877	93	.....	47	74	47	47	67	47	54	47	85	54
1878	99	.....	55	55	55	55	55	55	55	55	80	55
1879	95	.....	54	54	54	54	54	54	54	54	77	54
1880	94	.....	53	53	53	53	53	53	53	53	76	53
1881	82	.....	44	44	44	44	44	44	44	44	66	44
1882	79	.....	41	40	41	41	41	38	38	41	67	41
1883	94	.....	47	47	47	47	47	41	41	47	76	47
1884	94	.....	47	47	47	47	47	35	35	47	76	47
1885	72	.....	37	37	37	37	37	28	28	37	59	37
1886	92	84	46	46	46	46	46	34	34	46	75	46
1887	92	79	42	46	46	46	42	34	34	42	75	42
1888	86	69	44	51	44	44	41	37	41	41	75	41
1889	75	58	41	58	41	41	41	41	41	41	75	41
1890	75	58	41	58	41	41	41	41	41	41	75	41
1891	75	58	41	58	41	41	41	41	41	41	75	41
1892	75	58	41	58	41	41	41	41	41	41	41	41
1893	75	58	41	58	41	41	41	41	41	41	41	41
1894	75	58	41	58	41	41	41	41	41	41	41	41
1895	75	58	41	58	41	41	41	41	41	41	41	41
1896	75	58	41	58	41	41	41	41	41	41	41	41
1897	75	58	41	58	41	41	41	41	41	41	41	41
1898	75	58	41	58	41	41	41	41	41	41	41	41
1899	75	58	41	58	41	41	41	41	41	41	41	41
1900	75	66	41	58	52	52	52	48	41	41	52	52

TABLE 22.—*Miscellaneous commodities—average rates for carloads, in cents per 100 pounds.*

NEW YORK TO ST. LOUIS BY RAIL.

Year.	Furniture.	Agricultural implements.	Lead.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Molasses.	Rice.	Soap.	
											Castile and fancy.	Common.
1867	177	177	74	141	141	141	141	74	80	74	141	106
1868	178	178	79	151	151	.....	127	.....	.....	79	151	84
1869	135	133	71	123	150	.....	101	.....	.....	71	123	71
1870	150	150	82	130	.....	.....	103	44	.....	.....	130	81
1871	103	98	50	91	65	49	75	49	61	61	91	61
1872	133	133	58	118	104	58	93	58	73	63	118	73
1873	101	78	48	92	48	48	76	48	61	48	92	61
1874	103	65	45	95	45	45	81	45	65	45	95	65
1875	64	40	32	57	32	30	48	30	38	32	57	40
1876	33	24	21	30	21	21	27	21	24	21	29	24
1877	93	54	47	74	47	47	67	47	54	47	85	54
1878	99	55	55	55	55	55	55	55	55	55	80	55
1879	95	54	54	54	54	54	54	54	54	54	77	54
1880	94	53	53	53	53	53	53	53	53	53	76	53
1881	82	44	44	44	44	44	44	44	44	44	66	44
1882	79	41	41	40	41	41	41	38	38	41	67	41
1883	94	47	47	47	47	47	47	41	41	47	76	47
1884	94	47	47	47	47	47	47	35	35	47	76	47
1885	72	37	37	37	37	37	37	28	28	37	59	37
1886	92	46	46	46	46	46	46	34	34	46	75	46
1887	92	46	42	46	46	37	38	34	34	33	75	38
1888	86	42	40	44	42	32	29	32	35	29	75	35
1889	75	35	29	41	35	29	29	29	35	29	75	35
1890	75	35	29	41	35	29	29	29	35	29	75	35
1891	75	35	29	41	35	29	29	29	35	29	75	35

TABLE 22.—*Miscellaneous commodities—average rates for carloads, in cents per 100 pounds*—Continued.

NEW YORK TO ST. LOUIS BY RAIL—Continued.

Year.	Furniture.	Agricultural implements.	Lead.	Bagging.	Crockery and earthenware.	Coffee.	Starch.	Sugar.	Molasses.	Rice.	Soap.	
											Castile and fancy.	Common.
1892	75	35	29	41	35	29	29	29	35	29	29	29
1893	75	35	29	41	35	29	29	29	35	29	29	29
1894	75	35	29	41	35	29	29	29	35	29	29	29
1895	75	35	29	41	35	29	29	29	35	29	29	29
1896	75	35	29	41	35	29	29	29	35	29	29	29
1897	75	35	29	41	35	29	29	29	35	29	29	29
1898	75	35	29	41	35	29	29	29	35	29	29	29
1899	75	35	29	41	35	29	29	29	35	29	29	29
1900	75	35	29	41	35	35	35	35	35	29	35	35

Traffic originating in the region, which may roughly be described as bounded upon the west by the Rocky Mountains and upon the east by the Allegheny Mountains, and moving eastward for consumption in the States along the Atlantic seaboard, or for export, differs materially from that traversing the same railways in a westwardly direction. The great bulk of eastward-bound traffic is made up of a few commodities, principally grain and flour or other food products, the bulk and weight of which, in relation to their value, are much greater than those of the numerous small and comparatively valuable products of eastern and foreign factories which move westward. Consequently, it would not be useful to show rates for the eastern movement of as great a variety of articles as those applicable to westward shipments.

Rates on eastern shipments from Chicago to New York are the basis upon which all rates applied to traffic crossing the line from Toronto to Huntington, in an eastwardly direction, are calculated, the adjustment being made in a manner similar to that adopted for west-bound shipments. Table 23 shows the rates applied to shipments of grain via the all-rail and also via the lake and rail routes from Chicago to New York. Elevator and other transfer charges at Buffalo are not included, though canal tolls are during the period prior to January 1, 1883, the date upon which they were abolished.

Rates on grain from the Mississippi River range from about 3 to 4 cents per 100 pounds higher than those charged from Chicago, and those applied to shipments originating west of that river are made by adding to the rate from the river the rate from the local station at which each particular shipment originates to the point at which the Mississippi is crossed. Rates to Boston on shipments intended for export are the same as to New York, but 2 cents per 100 pounds is added when the grain is intended for consumption in this country. Two cents per 100 pounds is deducted from the New York rate on shipments destined to Philadelphia for either domestic or foreign consumption, and rates to Baltimore are 1 cent lower than those to Philadelphia.

TABLE 23.—*Grain—average rates, in cents per bushel.*

CHICAGO TO NEW YORK.

Year.	Wheat.				Corn.	
	Via lake and rail.		Via all rail.		Via lake and rail.	Via all rail.
	As reported by the New York Produce Exchange.	As reported by the Chicago Board of Trade.	As reported by the New York Produce Exchange.	As reported by the Chicago Board of Trade.	As reported by the Chicago Board of Trade.	As reported by the Chicago Board of Trade.
1858				38.61		36.19
1859				34.80		32.48
1860				34.80		32.48
1861				41.58		38.81
1862				42.37		39.54
1863				33.88		31.63
1864				29.51		27.55
1865				28.53		26.62
1866				32.79		30.60
1867				32.38		30.22
1868	20.76		30.49	27.09		25.28
1869	18.80	18.95	26.39	26.74	17.71	24.96
1870	19.15	19.58	28.98	26.11	19.32	24.37
1871	22.38	22.76	27.75	28.47	21.24	26.57
1872	24.91	26.25	29.80	31.13	23.67	29.06
1873	23.64	21.63	29.17	27.26	20.19	25.42
1874	15.20	15.37	25.81	23.61	12.48	22.03
1875	12.71	12.09	20.97	20.89	11.34	19.50
1876	10.58	10.19	14.80	15.12	9.68	14.12
1877	15.08	14.75	19.37	19.56	13.42	18.03
1878	11.31	11.99	17.56	17.56	10.45	16.39
1879	13.30	13.13	17.30	17.74	12.20	14.56
1880	15.70	15.80	19.90	19.80	14.43	17.48
1881	10.40	10.49	14.40	14.40	9.42	13.40
1882	10.90	10.91	14.60	14.47	10.28	13.50
1883	11.50	11.63	16.50	16.20	11.00	15.12
1884	9.95	10.00	13.12	13.20	8.50	12.32
1885	9.02	9.02	14.00	13.20	8.01	12.32
1886	12.00	12.00	16.50	15.00	11.20	14.00
1887	12.00	12.00	*a* 15.74	15.75	11.20	14.70
1888	11.00	11.14	*a* 14.50	14.50	10.26	13.54
1889	*a* 8.70	8.97	15.00	15.00	8.19	12.60
1890	8.50	8.52	14.31	14.30	7.32	11.36
1891	8.53	8.57	15.00	15.00	7.53	14.00
1892	7.55	7.59	14.23	13.80	7.21	12.96
1893	8.44	8.48	14.70	14.63	7.97	13.65
1894	7.00	7.00	12.88	13.20	6.50	12.32
1895	6.95	6.96	12.17	11.89	6.40	10.29
1896	7.32	6.61	12.00	12.00	6.15	10.50
1897	7.37	7.42	12.32	12.50	6.92	11.43
1898	*b* 9.50	4.91	11.55	12.00	4.41	9.80
1899	6.63	6.63	11.13	11.60	5.83	10.08
1900	5.05	6.96	*c* 9.98	9.96	6.44	9.19

a Averages based upon officially published tariffs; actual rate lower.
b Averages based upon officially published tariffs; actual rate lower. The lake and rail rate for 1898 actually averaged about 4.96 cents.
c For domestic consumption; local rate for export only 9.08 cents.

TABLE 24.—*Live stock and dressed meats—average rates, in cents per 100 pounds.*

CHICAGO TO NEW YORK BY RAIL.

Year.	Cattle.	Hogs.	Sheep.	Horses and mules.	Dressed beef.	Dressed hogs.	
						Refrigerator cars.	Common cars.
1872	.....	.....	.....	.....	81	.....	.....
1873	.....	.....	.....	.....	83	.....	.....
1874	.....	.....	.....	.....	85	.....	.....
1875	.....	.....	.....	.....	72	.....	.....
1876	.....	.....	.....	.....	62	.....	.....
1877	.....	.....	.....	.....	72	.....	.....
1878	.....	.....	.....	.....	79	.....	.....
1879	47	45	61	60	82	.....	.....
1880	55	43	65	60	88	.....	.....
1881	35	31	61	60	56	.....	.....
1882	36	29	53	60	57	.....	.....
1883	40	32	50	60	64	.....	.....
1884	31	28	44	60	51	.....	.....
1885	31	26	43	60	54	.....	.....
1886	33	30	42	60	61	53	48
1887	33	32	40	60	62	59	54
1888	22	26	31	60	46	46	44
1889	25	30	30	60	47	47	45
1890	23	28	30	60	39	39	39
1891	27	30	30	60	45	45	45
1892	28	28	30	60	45	45	45
1893	28	20	30	60	45	45	45
1894	28	30	30	60	45	45	45
1895	28	30	30	60	45	45	45
1896	28	30	30	60	45	45	45
1897	28	30	30	60	45	45	45
1898	28	30	30	60	45	45	45
1899	*a* 25	*a* 25	*a* 25	*a* 60	*a* 40	*a* 40	*a* 40
1900	28	30	30	60	45	45	45

a These rates went into effect February 1, 1899, and lasted till January 1, 1900, when the rates used in 1898 again went into effect.

TABLE 25.—*Meats packed—average rates, in cents per 100 pounds.* (*a*)

CINCINNATI TO NEW YORK BY RAIL.

[Compiled from reports of Cincinnati Chamber of Commerce.]

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	The year.
1868	56.3	53	53.8	45.4	43	42.8	42	41.2	46.1	51.8	55.8	55.5	48.80
1869	55.3	49.3	41.9	37.6	35.9	36.2	36.7	37.3	40.2	42.2	46.6	46.9	42.11
1870	49.5	41.8	44.4	44.2	43.6	40	38.5	38.2	43.6	44.3	45.8	49.7	43.59
1871	49.7	49.3	45.6	40.7	40.4	36.8	37.8	40	40.2	46.3	53.8	54.9	44.59
1872	55	54.4	54.5	49.5	48.4	46.4	39.4	39.3	45.5	50.7	53.1	53.5	49.07
1873	53.2	52.6	51.9	50.9	48.8	42.9	43.2	41.6	40.8	43.6	43.7	44.3	46.51
1874	44.9	43.9	40.1	30.9	32.3	35.9	36.4	36.5	36.5	35.2	33.4	31.8	36.48
1875	29.3	28.8	28.6	28.7	28.5	21.4	21.8	22	21.6	25.3	28.8	32.9	26.47
1876	37.2	37	35.4	29.9	22.2	22.2	22.3	22.5	22.7	22.8	22.9	24.8	26.91
1877	32.7	35.4	31.5	27.7	27.1	30.7	31.3	27.6	28.1	29.5	32.1	32.1	30.47
1878	32.3	32.4	27.9	24.9	23.8	20.8	20.6	24.4	28.6	28.9	29.6	33	27.26
1879	33	30.4	26.2	21	21	18.3	21.5	26.6	30.5	33.3	37.9	39	28.19
1880	39	39	39	34.5	30.5	30.5	30.5	30.5	30.5	30.5	31.5	35	33.41
1881	35	35	35	30.5	30.5	25.7	21.5	21.5	21.5	21.5	21.5	21.5	26.73
1882	.....	21.5	24.3	26	26	26	26	26	26	26	26	30.5	25.85
1883	30.5	30.5	30.5	29.2	26	26	26	26	26	26	26.7	30.5	27.83
1884	30.5	30.5	23.3	17.5	17.5	18.4	23	26	26	26	26	26	24.22
1885	24.4	21.5	20	20.6	18.5	17.5	17.5	21.5	21.5	21.5	22.8	26	21.10
1886	26	26	26	26	26	26	26	26	26	26	26	27.7	26.14
1887	30.5	30.5	30.5	26	26	26	26	26	26	26	26	26	27.12
1888	28	28.5	26.3	26	26	26	19.9	17.3	15.5	18.8	21.5	23.6	23.11
1889	26	26	26	26	26	26	26	26	26	26	26	26	26
1890	26	26	26	26	26	26	26	24.8	20	20	20	20	23.89
1891	20	24.3	26	26	26	26	26	26	26	26	26	26	25.36
1892	26	26	26	26	26	25.7	21.5	21.5	21.5	21.5	21.5	21.5	23.70
1893	21.5	23.7	26	26	26	26	26	26	26	26	26	26	25.43
1894	26	26	26	26	26	26	26	26	26	26	26	26	26
1895	26	26	26	26	26	26	26	26	26	26	26	26	26
1896	26	26	26	26	26	26	26	26	26	26	26	26	26
1897	26	26	26	26	26	26	26	26	26	26	26	26	26
1898	26	26	26	26	26	26	26	26	26	26	26	26	26
1899	26	26	26	26	26	26	26	26	26	21.5	21.5	21.5	24.83
1900	26	26	26	26	26	26	26	26	26	26	26	26	26

a Average currency values of gold for specific months used in making reductions.

The data in Tables 26 to 30 do not require comment. They apply to staple commodities between points from, and to which, they move in large quantities and over lines for which they constitute a very important portion of the traffic.

TABLE 26.—*Petroleum and petroleum products by rail—average rates, in cents per barrel.*

Year.	Refinery products from Pittsburg, Pa., Oil City, Pa., and Olean, N. Y., to—				Crude.			
					From Olean, N. Y., Clarendon, Kans., and Warren, Pa., to—		From Pittsburg and Oil City districts to—	
	Philadelphia, Pa., and Baltimore, Md.		Communipaw, N. J.		Baltimore, Md., and Philadelphia, Pa.	Communipaw, N. J.	Baltimore, Md., and Philadelphia, Pa.	Communipaw, N. J.
1877	167	167	181	181	95	110	119	134
1878	174	174	188	188	99	114	124	139
1879	53	53	58	58	57	67	80	93
1880	48	48	57	57	39	45	53	62
1881	48	48	57	57	33	33	48	48
1882	43	43	48	48	33	33	48	48
1883	43	43	48	48	33	33	48	48
1884	45	45	52	52	40	45	50	55
1885	45	45	52	52	40	45	50	55
1886	45	45	52	52	40	45	50	55
1887	45	45	52	52	40	45	50	55
1888	45	49	52	56	40	45	50	55
1889	45	58	52	66	40	45	50	55
1890	45	58	52	66	40	45	50	55
1891	45	58	52	66	40	45	50	55
1892	45	58	52	66	40	45	50	55
1893	45	58	52	66	40	45	50	55
1894	45	58	52	66	40	45	50	55
1895	45	58	52	66	40	45	50	55
1896	45	58	52	66	40	45	50	55
1897	45	58	52	66	40	45	50	55
1898	45	58	52	66	40	45	50	55
1899	45	58	52	66	40	45	50	55
1900	45	58	52	66	40	45	50	55

TABLE 27.—*Bituminous coal from Clearfield region by rail—average rates per ton.* (*a*)

Year.	To Jersey City.	To Philadelphia.	To Baltimore.
1873	$3.56	$3.12	$3.12
1874	3.64	3.19	3.19
1875	3.31	3.09	3.09
1876	3.18	3.18	3.18
1877	3.39	3.10	3.10
1878	3.52	3.22	3.22
1879	3.55	2.50	2.50
1880	3.75	2.50	2.50
1881	3.33	2.50	2.50
1882	3.33	2.50	2.50
1883	3.33	2.50	2.25
1884	2.93	2.20	2.20
1885	2.45	2.00	2.00
1886	2.45	2.00	2.00
1887	2.25	2.10	2.00
1888	2.25	2.10	2.00
1889	2.25	2.00	2.00
1890	2.25	2.00	2.00
1891	2.25	2.00	2.00
1892	2.25	2.00	2.00
1893	2.25	2.00	2.00
1894	2.25	2.00	2.00
1895	2.25	2.00	2.00
1896	2.25	2.00	2.00
1897	1.78	1.57	1.57
1898	1.70	1.50	1.50
1899	1.44	1.19	1.19
1900	1.61	1.36	1.36

a Rates shown for years 1873 to 1886, inclusive, are for net tons; subsequent rates are for gross tons.

TABLE 28.—*Coal to Perth Amboy by rail—average rates per ton of 2,240 pounds.*

Year.	From Lehigh and Mahanoy region.			From Wyoming region.		
	Prepared sizes.	Pea and buckwheat.	Culm.	Prepared sizes.	Pea and buckwheat.	Culm.
1875	$2.25	.....	.....	$2.51	.....	.....
1876	1.90	.....	.....	2.17	.....	.....
1877	1.41	.....	.....	1.63	.....	.....
1878	1.68	.....	.....	1.88	.....	.....
1879	1.19	.....	.....	1.40	.....	.....
1880	1.72	.....	.....	1.93	.....	.....
1881	1.90	.....	.....	2.11	.....	.....
1882	1.88	.....	.....	2.09	.....	.....
1883	1.90	.....	.....	2.11	.....	.....
1884	1.80	$1.57	$1.57	1.92	$1.66	$1.66
1885	1.52	1.32	1.32	1.61	1.41	1.41
1886	1.40	1.20	1.20	1.49	1.29	1.29
1887	1.57	1.41	1.41	1.67	1.51	1.51
1888	1.77	1.48	1.35	1.87	1.58	1.45
1889	1.73	1.40	1.20	1.79	1.46	1.26
1890	1.70	1.40	1.20	1.75	1.45	1.25
1891	1.70	1.40	1.20	1.75	1.45	1.25
1892	1.75	1.45	1.25	1.78	1.48	1.28
1893	1.74	1.44	1.24	1.74	1.44	1.24
1894	1.57	1.40	1.30	1.57	1.40	1.30
1895	1.50	1.40	1.35	1.50	1.40	1.35
1896	1.52	1.40	1.26	1.52	1.40	1.26
1897	1.55	1.40	1.20	1.55	1.40	1.20
1898	1.55	1.40	1.20	1.55	1.40	1.20
1899	1.55	1.40	1.20	1.55	1.40	1.20
1900	1.55	1.40	1.23	1.55	1.40	1.23

TABLE 29.—*Coal to Buffalo by rail—average rates, per ton of 2,240 pounds.*

Year.	From Wyoming region.		From Lehigh.	
	Coal cars.	Box cars.	Coal cars.	Box cars.
1875	$3.58	.....	.....	.....
1876	3.26	.....	.....	.....
1877	2.80	.....	.....	.....
1878	2.75	$2.83	.....	.....
1879	2.37	2.26	.....	.....
1880	2.83	2.57	.....	$3.12
1881	3.11	2.81	.....	3.33
1882	3.01	2.71	$3.53	3.21
1883	2.94	2.64	3.34	3.04
1884	2.76	2.46	3.08	2.78
1885	2.49	2.26	2.87	2.68
1886	2.34	2.12	2.77	2.59
1887	2.13	2.09	2.43	2.40
1888	2.16	2.16	2.16	2.16
1889	2.07	2.07	2.07	2.07
1890	2.00	2.00	2.00	2.00
1891	2.00	2.00	2.00	2.00
1892	2.24	2.24	2.30	2.30
1893	2.34	2.34	2.54	2.54
1894	2.06	2.06	2.12	2.12
1895	1.93	1.93	1.93	1.93
1896	*a* 2.08	2.08	2.08	2.08
	b 2.00	2.00	2.00	2.00
1897	*a* 2.08	2.08	2.08	2.08
	b 2.00	2.00	2.00	2.00
1898	*a* 2.08	2.08	2.08	2.08
	b 2.00	2.00	2.00	2.00
1899	*a* 2.09	2.09	2.09	2.09
	b 1.84	1.84	1.84	1.84
1900	*a* 1.94	1.94	1.94	1.94
	b 2.00	2.00	2.00	2.00

a Prepared sizes. *b* Pea and buckwheat.

TABLE 30.—*Compressed cotton by rail—average rates, in cents per 100 pounds.*

Year.	From New Orleans to—				From Memphis to—	
	Boston.	New York.	Philadelphia.	Baltimore.	New York.	Boston.
1880	60	55	55	55	74	79
1881	58	53	54	54	66	71
1882	53	48	51	51	61	66
1883	60	55	53	52	72	77
1884	60	55	53	52	*a* 54	*a* 59
1885	60	55	53	52	56	58
1886	52	47	45	44	*b* 53	*b* 58
1887	50	45	43	42	*c* 53	*c* 58
1888	50	45	43	42	47	52
1889	52	47	45	44	50.5	55
1890	55	50	50	50	50.5	55
1891	55	50	50	50	50.5	55
1892	55	50	50	50	50.5	55
1893	55	50	50	50	47	52
1894	51	50	50	50	50.5	55.5
1895	53	48	48	48	50.5	55.5
1896	55	50	50	50	50.5	55.5
1897	55	50	50	50	50	55
1898	55	50	50	50	47	52
1899	52	47	47	47	48	53
1900	50	45	45	45	50.5	55.5

a April 5 to September 16, inclusive, rates merely nominal and not considered in average.
b September 18 to 30, same.
c September 29 to November 3, same.

Tables 31 to 35, inclusive, present averages of charges on articles which move in important quantities in the region between Lake Michigan and the Mississippi River on the east and the Missouri River on the west. Rates between the terminals shown are quite generally used as bases of through rates from and to adjacent local points and distant terminals. For example, the rate to be applied to a shipment from a local point in Kansas to New York City would be made by adding the rate in force from such local point to Kansas City, the rate from Kansas City to St. Louis or other point of crossing the Mississippi River and the rate from the latter point to New York.

TABLE 31.—*Miscellaneous commodities—average rates, in cents per 100 pounds.*

CHICAGO TO ST. PAUL BY RAIL.

Year.	Regardless of quantity.					Less than carloads.						Carloads.						
	Dry goods.	Boots and shoes.	Tea	Drugs.	Cotton piece goods.	Coffee.	Sugar.	Rice.	Molasses.	Crockery and earthenware.	Bagging.	Coffee.	Sugar.	Molasses.	Oil in barrels.	Hard coal.	Crockery and earthenware.	Bagging.
1871	88	88	....	....	.....	....	....	....	....	.....	....	40	40	....	40	29	.....	...
1872	82	82	....	....	.....	....	....	....	....	.....	....	37	37	....	37	27	.....	...
1873	69	69	....	....	.....	....	....	....	....	.....	....	28	28	....	28	23	.....	...
1874	79	79	....	....	.....	....	....	....	....	.....	....	37	37	....	37	26	.....	...
1875	87	87	....	....	.....	....	....	....	....	.....	....	48	48	....	48	20	.....	...
1876	90	90	....	....	.....	....	....	....	....	.....	....	49	49	....	49	20	.....	...
1877	95	95	....	....	.....	....	....	....	....	.....	....	52	52	....	52	21	.....	...
1878	99	99	....	....	.....	....	....	....	....	.....	....	55	55	....	55	22	.....	...
1879	70	70	....	....	.....	....	....	....	....	.....	....	31	31	....	70	17	.....	...
1880	63	63	....	....	.....	....	....	....	....	.....	....	27	27	....	67	20	.....	...
1881	63	63	....	....	.....	....	....	....	....	.....	....	27	27	....	72	19	.....	...
1882	61	61	....	....	.....	....	....	....	....	.....	....	25	25	....	24	15	.....	...
1883	63	63	63	63	75	30	30	30	30	30	30	25	25	25	20	15	25	30
1884	64	64	64	64	64	26	26	26	26	26	26	21	21	21	20	15	21	26
1885	54	54	54	54	54	22	22	22	21	22	22	17	17	17	20	15	18	22
1886	56	56	56	56	56	21	21	21	19	21	21	16	16	16	20	15	20	21
1887	65	65	65	65	62	26	26	26	26	26	26	19	19	19	19	14	21	26
1888	56	56	56	56	33	23	23	23	23	23	23	16	16	16	15	11	16	23
1889	57	57	57	57	51	24	24	24	24	29	24	17	17	19	21	12.5	19	20
1890	48	48	48	48	48	20	20	20	20	20	26	15	15	15	12.5	12.5	15	15
1891	60	60	60	60	60	25	25	25	25	25	25	20	20	18	12	12.5	18	20
1892	60	60	60	60	60	25	25	25	25	25	25	20	20	18	14	12.5	18	20
1893	60	60	60	60	41	25	25	25	25	25	25	20	20	20	15	12.5	20	20
1894	60	60	60	60	40	25	25	25	25	25	25	20	20	20	15	12.5	20	20
1895	60	60	60	60	40	25	25	25	25	25	25	20	20	20	15	12.5	20	20
1896	60	60	60	60	40	25	25	25	25	25	25	20	20	20	15	12.5	20	20
1897	60	60	60	60	40	25	25	25	25	25	25	20	20	20	15	12.5	20	20
1898	60	60	60	60	40	25	25	25	25	25	25	20	20	20	15	12.5	20	20
1899	60	60	60	60	40	25	25	25	25	25	25	20	20	20	15	12.5	20	20
1900	60	60	60	60	49	25	25	25	25	40	40	20	20	20	17	12.5	20	20

TABLE 32.—*Grain and grain products by rail—average rates for carload quantities, in cents per 100 pounds.*

Year.	St. Paul, Minn., to Chicago, Ill.			St. Paul, Minn., to St. Louis, Mo.		St. Louis, Mo., to St. Paul, Minn.	
	Wheat and wheat products.	Corn and oats.	Rye and barley.	Wheat.	Other grain.	Wheat.	Other grain.
1883	20	20	20	20	20	20	20
1884	20	18	18	20	18	20	18
1885	18	16	16	18	16	18	16
1886	17.5	15	15	17.5	15	17	15
1887	16	15	15	16	13	16	17
1888	12.5	12.5	12.5	13	13	13	13
1889	12.5	12.5	12.5	16	16	15	15
1890	12.5	12.5	12.5	16	16	15	15
1891	12.5	12.5	12.5	16	16	15	15
1892	12.5	12.5	12.5	16	16	15	15
1893	12.5	12.5	12.5	16	17	15	15
1894	12.5	12.5	12.5	16	17	15	15
1895	12.5	12.5	12.5	16	17	15	15
1896	12.5	12.5	12.5	16	17	16	15
1897	12.5	12.5	12.5	16	17	16	15
1898	12.5	12.5	12.5	16	17	16	15
1899	12.5	12.5	12.5	16	17	16	15
1900	12.5	12.5	12.5	16	17	16	15

TABLE 33.—*Miscellaneous commodities—average rates, in cents per 100 pounds.*

CHICAGO TO KANSAS CITY BY RAIL.

Year.	Regardless of quantity.					Less than carload.						Carload.				
	Dry goods.	Boots and shoes.	Cotton piece goods.	Tea.	Drugs.	Coffee.	Sugar.	Molasses.	Rice.	Common soap.	Bagging.	Coffee.	Sugar.	Molasses.	Common soap.	Bagging.
1864	76	76	76	64	64	46	46	46	46	46	64	46	46	46	46	64
1865	106	106	106	93	93	64	64	64	64	64	93	64	64	64	64	93
1866	121	121	121	108	108	73	73	73	73	73	108	73	73	73	73	108
1867	123	123	123	110	110	75	75	75	75	75	110	75	75	75	75	110
1868	122	122	122	109	109	74	74	74	74	74	109	74	74	74	74	109
1869	121	121	121	105	110	72	72	72	72	72	108	72	72	72	72	108
1870	91	91	91	64	91	46	46	46	46	46	68	46	46	46	46	68
1871	90	90	90	63	90	44	44	44	44	44	63	44	44	44	44	63
1872	89	89	89	62	89	40	40	40	40	40	62	40	40	40	40	62
1873	88	88	88	62	88	40	40	40	40	40	62	40	40	40	40	62
1874	84	84	84	76	84	50	37	37	37	37	44	34	34	34	34	44
1875	85	85	85	85	85	52	38	38	38	38	38	34	34	34	34	38
1876	81	81	81	81	77	45	36	36	28	28	28	31	31	31	23	28
1877	81	81	81	81	81	31	30	30	29	29	29	26	26	26	25	29
1878	84	84	84	84	84	30	30	30	30	30	30	26	26	26	26	30
1879	85	85	85	85	85	30	30	30	30	30	30	25	25	25	25	30
1880	85	85	85	85	85	30	30	30	30	30	30	25	25	25	25	30
1881	85	85	85	85	85	30	30	30	30	30	30	25	25	25	25	30
1882	87	87	87	87	87	31	31	31	31	31	31	26	26	26	26	31
1883	90	90	90	90	90	32	32	32	32	32	32	28	28	28	28	32
1884	90	90	90	90	90	34	34	34	34	34	34	29	29	29	29	34
1885	90	90	90	90	90	35	35	35	35	35	35	30	30	30	30	35
1886	90	90	90	90	90	33.5	33.5	33.5	33	35	35	30	30	30	30	35
1887	90	90	89	90	90	33	33	33	28.5	35	35	30	30	30	30	35
1888	75	75	45	75	75	28.5	28.5	28.5	28.5	30	30	25	25	25	25	30
1889	75	75	45	75	75	28.5	28.5	28.5	28.5	30	30	25	25	25	25	26
1890	66	66	44	66	66	26	26	26	26	27	27	20	20	20	20	20
1891	75	75	47	75	75	30	30	30	30	30	30	25	25	25	25	25
1892	75	75	47	75	75	30	30	30	30	30	30	25	25	25	25	25
1893	75	75	47	75	75	30	30	30	30	30	30	25	25	25	25	25
1894	78	78	49	78	78	31	31	31	31	31	31	26	26	26	26	26
1895	80	80	50	80	80	32	32	32	32	32	32	27	27	27	27	27
1896	80	80	50	80	80	32	32	32	32	32	32	27	27	27	27	27
1897	80	80	50	80	80	32	32	32	32	32	32	27	27	27	27	27
1898	80	80	50	80	80	32	32	32	32	32	32	27	27	27	27	27
1899	80	80	50	80	80	32	32	32	32	32	32	27	27	27	27	27
1900	80	80	50	80	80	32	32	32	32	32	32	27	27	27	27	27

TABLE 34.—*Miscellaneous commodities—average rates.*

ATCHISON, ST. JOSEPH, KANSAS CITY, AND LEAVENWORTH TO CHICAGO BY RAIL.

Year.	In cents per 100 pounds.				In dollars per carload. (*b*)		
	Wheat.	Corn and oats.	Rye and barley.	Packing-house products. (*a*)	Cattle.	Hogs.	Sheep.
1869	33	26	26	.....	.....	.....	.....
1870	38	30	30	.....	.....	.....	.....
1871	36	30	30	.....	.....	.....	.....
1872	27	27	27	.....	.....	.....	.....
1873	26	26	26	.....	.....	.....	.....
1874	27	27	27	.....	.....	.....	.....
1875	26	26	26	.....	.....	.....	.....
1876	27	27	27	.....	.....	.....	.....
1877	29	23	23	.....	$64.88	$64.88	$46.91
1878	25	20	20	.....	66.96	62.62	44.64
1879	26	21	21	26	67.50	49.12	45.00
1880	21	17	17	26	67.50	47.50	45.00
1881	25	20	20	26	66.37	47.50	45.00
1882	25	20	20	25	63.77	48.90	45.00
1883	25	20	20	26	65.00	42.84	45.00
1884	25	20	20	25	65.00	42.60	42.27
1885	25	20	20	25	65.00	42.50	40.00
1886	25	20	20	24	65.00	42.50	40.00
1887	24	20	20	25	64.84	47.73	43.77
1888	22.5	20	20	19	60.00	43.74	43.74

a From Kansas City only.

b Rates subsequent to 1888 in cents per 100 pounds.

TABLE 34.—*Miscellaneous commodities—average rates*—Continued.

ATCHISON, ST. JOSEPH, KANSAS CITY, AND LEAVENWORTH TO CHICAGO BY RAIL—Continued.

Year.	In cents per 100 pounds.				In dollars per carload. (*b*)		
	Wheat.	Corn and oats.	Rye and barley.	Packing house products. (*a*)	Cattle.	Hogs.	Sheep.
1889	22.5	20	20	19	*b* $0.25	*b* $0.25	*b* $0.25
1890	22	19	20	16	.16	.25	.23
1891	23	17	20	22	.235	.22	.25
1892	23	17	20	22	.235	.22	.25
1893	24	20	20	22	.235	.22	.25
1894	24	20	20	22	.24	.21	.24
1895	23	20	20	22	.235	.235	.25
1896	21	18	18	23	.235	.235	.25
1897	19	15	15	23.5	.235	.235	.25
1898	19	13	13	23.5	.235	.235	.25
1899	19	15	15	23.5	.235	.235	.25
1900	19	16	16	23.5	.235	.235	.25

a From Kansas City only. *b* Rates subsequent to 1888 in cents per 100 pounds.

TABLE 35.—*Grain and live stock—average rates for carload quantities.*

KANSAS CITY, ATCHISON, ST. JOSEPH, AND LEAVENWORTH TO ST. LOUIS BY RAIL.

Year.	In cents per 100 pounds.			In dollars per carload. (*a*)		
	Wheat.	Corn and oats.	Rye and barley.	Cattle.	Hogs.	Sheep.
1877	23	17	17	$47.71	$47.71	$35.07
1878	20	15	15	49.13	44.31	31.43
1879	20	15	15	49.58	39.15	30.00
1880	15	11	11	50.00	40.00	30.00
1881	20	15	15	49.25	40.00	30.00
1882	20	15	15	46.88	38.08	30.00
1883	20	15	15	47.50	30.24	30.00
1884	20	15	15	47.50	30.00	27.27
1885	20	15	15	47.50	30.00	25.00
1886	20	15	15	47.50	30.00	25.00
1887	19	15	15	47.34	31.62	28.71
1888	17.5	15	15	42.50	28.74	28.74
1889	17.5	15	15	*a*.16	*a*.21	*a*.18
1890	17	14	14	.12	.215	.17
1891	18	*b* 14	15	.185	.215	.215
1892	18	*b* 14	15	.17	.19	.20
1893	19	15	15	.147	.15	.175
1894	19	15	15	.17	.16	.19
1895	19	15	15	.20	.185	.215
1896	16	13	13	.20	.185	.215
1897	12	10	10	.20	.185	.215
1898	13	10	10	.13	.12	.215
1899	14	9	9	.1475	.185	.175
1900	14	11	11	.1475	.185	.175

a Rates subsequent to 1888 in cents per 100 pounds. *b* Oats, 15 cents.

Tables 36 and 37 contain averages of rates in force, from time to time, between New York and Portland, Oreg., Seattle and Tacoma, Wash., and San Francisco, Oakland, Marysville, Los Angeles, and San Diego, Cal. These data are believed fairly to illustrate the charges applied to transcontinental traffic generally; charges between other points involving shipment across the territory between the Missouri and Mississippi rivers on the east and the Rocky Mountains on the west, having varied somewhat in proportion to those shown. The

charges illustrated are said to be conditioned by the strong competition of the carriers operating via Panama and Cape Horn, and are in consequence somewhat lower upon most of the commodities named than those to or from intermediate points in the Pacific Coast States. Wherever this relation exists, the usual practice in making rates to the local intermediate points is to add to the rates to the nearest of the terminals the rate from the latter point back to destination. There has been some tendency to apply the rates to terminals to shipments of an increasing number of commodities when destined to intermediate points, and this has resulted in a net reduction which it is not practicable to show in the tables.

TABLE 36.—*Miscellaneous commodities—average rates per 100 pounds.*

PACIFIC COAST TERMINALS TO NEW YORK BY RAIL.

Year.	Less than carloads.						Carloads.					
	Canned goods.	Fruit, dried.	Nuts.	Raisins.	Wine in wood.	Hops.	Canned goods.	Fruit, dried.	Nuts.	Raisins.	Wine in wood.	Hops.
1870	$3.66	$3.66	$4.79	$3.66	$4.79	$3.66	$3.66	$3.66	$4.79	$3.66	$4.79	$3.66
1871	3.76	3.76	4.92	3.76	4.92	3.76	3.76	3.76	4.92	3.76	4.92	3.76
1872	3.74	3.74	4.89	3.74	4.89	3.74	3.74	3.74	4.89	3.74	4.89	3.74
1873	3.69	3.69	4.83	3.69	4.83	3.69	3.69	3.69	4.83	3.69	4.83	3.69
1874	3.78	3.78	4.95	3.78	4.95	3.78	3.78	3.78	4.95	3.78	4.95	3.78
1875	3.66	3.66	4.79	3.66	4.79	3.66	3.66	3.66	4.79	3.66	4.79	3.66
1876	3.77	3.77	4.93	3.77	4.93	3.77	3.77	3.77	4.93	3.77	4.93	3.77
1877	4.01	4.01	5.25	4.01	5.25	4.01	4.01	4.01	5.25	4.01	5.25	4.01
1878	4.17	4.17	5.46	4.17	5.46	4.17	4.17	4.17	5.46	4.17	5.46	4.17
1879	4.20	4.20	5.50	4.20	5.50	4.20	4.20	4.20	5.50	4.20	5.50	4.20
1880	4.20	4.20	5.50	4.20	5.50	4.20	4.20	4.20	5.50	4.20	5.50	4.20
1881	2.54	3.13	4.58	3.15	3.19	3.46	2.54	2.72	3.34	2.54	3.03	3.46
1882	1.50	2.50	4.00	2.50	1.75	3.00	1.50	1.50	2.00	1.50	1.50	3.00
1883	1.50	2.50	4.00	2.50	1.75	3.00	1.50	1.50	2.00	1.50	1.50	3.00
1884	1.50	2.50	4.00	2.50	1.75	3.00	1.41	1.68	2.00	1.50	1.50	3.00
1885	1.50	2.46	3.92	2.50	1.75	3.00	1.25	1.96	2.00	1.50	1.50	3.00
1886	1.18	1.55	2.28	1.91	.84	1.67	1.01	1.18	1.54	1.18	.75	1.67
1887	1.55	2.25	2.70	2.54	1.40	1.80	1.20	1.60	2.12	1.89	1.26	1.80
1888	1.89	1.93	2.67	2.06	2.21	1.96	1.13	1.47	2.31	1.47	1.12	1.96
1889	2.30	2.00	3.00	3.70	3.84	2.00	1.06	1.34	1.60	2.95	3.30	2.00
1890	2.30	2.00	3.00	3.70	2.05	2.19	1.00	1.40	1.60	2.95	1.00	2.19
1891	2.30	2.19	3.66	3.70	2.24	2.20	1.09	1.53	1.74	2.95	1.00	2.20
1892	2.30	2.20	3.70	3.70	2.25	2.20	1.05	1.45	1.75	2.95	1.00	2.20
1893	2.30	2.20	3.30	3.70	2.25	2.20	1.00	1.40	1.75	2.95	1.00	2.20
1894	2.30	2.20	3.30	2.65	2.25	2.20	1.00	1.40	1.75	2.95	1.00	2.20
1895	2.30	2.20	3.30	2.20	2.25	2.20	1.00	1.40	1.75	2.95	1.00	2.20
1896	1.91	2.20	3.30	2.20	2.01	1.52	.76	1.01	1.31	1.05	.76	1.52
1897	1.90	2.20	3.30	2.20	2.00	1.50	.75	1.00	1.30	1.00	.75	1.50
1898	1.90	2.20	3.30	2.20	2.00	1.73	.75	1.00	1.30	1.00	.75	1.73
1899	1.90	2.20	3.30	2.20	2.00	2.00	.75	1.00	1.30	1.00	.75	2.00
1900	1.90	2.20	3.30	2.20	2.00	1.50	.75	1.00	1.30	1.00	.75	1.50

TABLE 37.—*Miscellaneous commodities—average rates per 100 pounds.*

NEW YORK TO PACIFIC COAST TERMINALS BY RAIL.

Year.	Regardless of quantity.				Less than carloads.					Carloads.					
	Dry goods.	Cotton piece goods.	Drugs.	Hardware.	Stoves.	Glassware.	Starch.	Crockery and earthenware.	Nails.	Stoves.	Glassware.	Starch.	Crockery and earthenware.	Nails.	Agricultural implements.
1870....	$5.66	$4.79	.....	.....	$3.66	$5.66	$3.66	.....	.....	$3.66	$5.66	$3.66	.....	.....	$3.48
1871....	5.82	4.92	.....	.....	3.76	5.82	3.76	.....	.....	3.76	5.82	3.76	.....	.....	3.58
1872....	5.78	4.89	.....	.....	3.74	5.78	3.74	.....	.....	3.74	5.78	3.74	.....	.....	3.56
1873....	5.71	4.83	.....	.....	3.69	5.71	3.69	.....	.....	3.69	5.71	3.69	.....	.....	3.51
1874....	5.85	4.95	.....	.....	3.78	5.85	3.78	.....	.....	3.78	5.85	3.78	.....	.....	3.60
1875....	5.66	4.79	.....	.....	3.66	5.66	3.66	.....	.....	3.66	5.66	3.66	.....	.....	3.48
1876....	5.76	4.93	$2.69	$2.69	3.43	5.23	3.36	$2.24	$1.35	3.43	5.23	3.36	$2.24	$1.35	3.36
1877....	5.73	5.25	2.86	2.86	1.91	2.39	1.43	2.39	1.43	1.91	2.39	1.43	2.39	1.43	2.39
1878....	5.95	5.46	2.98	2.98	1.98	2.48	1.49	2.48	1.49	1.98	2.48	1.49	2.48	1.49	2.48
1879....	6.00	5.50	3.00	3.00	2.00	2.50	1.50	2.50	1.50	2.00	2.50	1.50	2.50	1.50	2.50
1880....	6.00	5.00	4.00	4.00	2.00	2.50	1.50	2.50	1.50	2.00	2.50	1.50	2.50	1.50	2.50
1881....	6.00	5.00	4.00	4.00	2.00	2.50	1.50	2.50	1.50	2.00	2.50	1.50	2.50	1.50	2.50
1882....	6.00	5.00	4.00	4.00	2.00	2.50	1.50	2.50	1.50	2.00	2.50	1.50	2.50	1.50	2.50
1883....	6.00	5.00	4.00	4.00	2.00	2.50	1.50	2.50	1.50	2.00	2.50	1.50	2.50	1.50	2.50
1884....	6.00	5.00	4.00	4.00	2.00	2.50	1.50	2.50	1.50	2.00	2.50	1.50	2.50	1.50	2.50
1885....	5.00	2.50	3.00	2.50	2.50	1.50	1.25	1.50	1.25	1.25	1.50	1.25	1.50	1.25	1.75
1886....	5.00	2.50	3.00	2.50	2.50	1.50	1.25	1.50	1.25	1.25	1.50	1.25	1.50	1.25	1.75
1887....	3.64	1.82	2.32	1.82	1.82	1.23	1.15	1.23	1.15	1.08	1.23	1.08	1.23	1.08	1.37
1888....	3.82	1.75	2.58	1.75	1.81	1.35	1.25	1.30	1.25	1.73	1.35	1.05	1.13	1.05	1.23
1889....	4.20	2.15	3.30	2.15	2.00	1.50	1.70	1.70	1.70	1.20	1.50	1.20	1.20	1.70	1.30
1890....	4.20	2.15	3.30	2.15	2.00	1.50	1.70	1.70	1.70	1.20	1.50	1.20	1.20	1.70	1.30
1891....	4.20	2.34	3.64	2.34	2.00	1.64	1.84	1.84	1.84	1.49	1.64	1.30	1.20	1.84	1.44
1892....	4.20	2.35	3.65	2.35	2.00	1.65	1.85	1.85	1.85	1.50	1.65	1.30	1.20	1.85	1.45
1893....	3.97	2.25	3.63	2.30	2.84	1.31	1.82	1.71	1.78	1.51	1.60	1.27	1.12	1.75	1.42
1894....	*a*3.90	1.74	*b*2.79	1.86	2.67	1.47	1.60	1.49	1.53	*c*1.46	1.45	1.29	1.18	1.17	1.44
1895....	3.90	1.33	1.80	1.41	2.11	1.52	1.29	1.29	1.29	1.35	1.26	1.21	1.10	.55	1.41
1896....	2.29	1.25	1.26	1.01	2.11	1.04	1.01	1.30	1.01	1.11	.86	1.01	.95	.75	1.16
1897....	2.25	1.25	1.25	1.00	2.11	1.00	1.00	1.30	1.00	1.10	.85	1.00	.95	.75	1.15
1898....	2.05	1.25	1.48	1.25	2.10	1.25	1.25	1.30	1.13	1.18	.93	1.00	.95	.75	1.15
1899....	2.60	1.50	1.70	1.50	2.20	1.50	1.50	1.30	1.25	1.25	1.00	1.00	.95	.75	1.15
1900....	2.60	1.50	1.70	1.50	2.20	1.50	1.50	1.30	1.25	1.25	1.00	1.00	.95	.75	1.15

a April 23 to June 11, 1894, rate to San Francisco only $1.50.
b April 23 to June 11, 1894, rate to San Francisco only $1.20.
c April 23 to June 11, 1894, rate to San Francisco only $1.70.

FREIGHT TRAFFIC—CARRIERS ON WATER ROUTES.

Tables 38 to 52 relate to that important portion of the interstate commerce of the United States that is transported on the Erie Canal, the Great Lakes, and the Mississippi River. The rates at which shippers can secure the movement of their traffic over these routes not only determine, to a large extent, the channels of commerce, but also constitute a substantial limitation upon the rates which railway carriers can secure for land transportation.

TABLE 38.—*Wheat—average rates, in cents per bushel of 60 pounds.* (*a*)

CHICAGO TO NEW YORK BY LAKES, CANAL, AND RIVER.

[Compiled from reports of New York Produce Exchange.]

Year.	May.	June.	July.	August.	September.	October.	November.	Season.
1857	22.58	20.97	19.92	24.69	28.70	32.13	28.08	25.29
1858	17.93	14.80	16.30	14.75	15.74	17.85	16.58	16.28
1859	14.72	15.50	14.60	14.07	17.00	22.07	25.20	17.59
1860	17.80	17.04	18.47	24.31	30.30	32.17	33.75	24.83
1861	21.12	18.26	17.25	18.81	29.75	38.94	41.74	26.55
1862	19.66	20.01	22.73	19.70	23.42	24.27	26.65	22.54
1863	15.75	16.87	15.67	14.75	14.78	16.87	19.36	16.36
1864	14.43	15.01	10.00	11.63	11.88	13.03	13.99	12.71
1865	16.27	14.50	16.05	15.11	18.99	25.22	24.13	18.68
1866	19.31	20.88	18.69	17.21	19.78	23.47	23.14	20.35
1867	13.01	13.64	13.36	13.67	17.04	21.25	19.43	15.95
1868	14.19	13.48	12.61	15.08	17.72	19.56	21.32	16.23
1869	14.07	15.34	13.00	14.16	16.49	22.47	25.82	17.20
1870	14.34	14.68	13.22	12.77	13.45	18.28	18.07	14.93
1871	14.46	14.14	14.40	15.85	19.97	24.07	22.99	17.99
1872	18.52	18.31	17.78	19.27	24.33	27.28	25.29	21.55
1873	15.68	14.37	14.36	14.49	22.42	18.80	18.51	16.89
1874	14.49	14.45	12.29	11.08	11.91	12.35	12.85	12.75
1875	9.79	8.67	8.85	9.55	8.39	9.96	14.09	9.90
1876	9.00	8.03	7.23	7.07	8.36	10.25	10.58	8.63
1877	10.29	7.64	7.83	10.30	10.09	15.54	13.77	10.76
1878	8.81	6.51	5.94	8.66	12.45	11.54	9.87	9.10
1879	7.78	6.23	8.24	11.70	13.46	16.72	17.09	11.60
1880	10.75	14.19	10.50	11.65	10.30	12.55	15.42	12.27
1881	10.03	8.91	7.57	7.82	7.95	7.72	7.33	8.19
1882	7.28	7.02	6.39	7.57	7.94	9.71	9.35	7.89
1883	8.17	6.75	6.32	8.37	10.76	9.46	8.78	8.37
1884	5.90	5.69	6.08	6.18	6.66	6.86	6.82	6.31
1885	6.22	4.50	4.56	5.52	5.21	6.87	8.21	5.87
1886	8.93	6.59	6.81	8.55	10.47	10.33	9.31	8.71
1887	8.44	9.52	7.29	7.56	8.11	9.51	9.11	8.51
1888	5.27	4.71	4.76	6.93	7.46	6.23	6.15	5.93
1889	6.22	6.03	5.96	6.67	7.81	8.01	7.51	6.89
1890	5.67	5.95	5.82	5.50	5.82	6.03	6.15	5.85
1891	4.01	3.97	4.64	6.57	7.62	6.73	8.20	5.96
1892	4.57	4.09	4.53	5.32	6.22	7.18	7.30	5.61
1893	5.99	6.71	5.90	5.92	5.79	6.90	6.90	6.31
1894	4.45	4.22	4.21	4.40	5.21	4.10	4.50	4.44
1895	3.20	3.03	3.04	3.68	4.48	5.80	5.56	4.11
1896	5.40	5.25	4.91	5.10	5.07	5.90	6.05	5.38
1897	3.98	3.36	3.76	4.15	5.32	4.97	4.97	4.35
1898	4.37	3.91	3.86	3.85	4.07	5.54	5.34	4.42
1899	4.53	4.82	4.68	5.26	6.15	7.13	6.97	5.65
1900	4.34	4.25	4.47	4.01	4.10	4.41	5.36	4.42

a Canal tolls included until abolished. Transfer charges at Buffalo not included. Average currency values of gold for specific months used in making reductions.

TABLE 39.—*Wheat—average rates, in cents per bushel of 60 pounds.* (*a*)

BUFFALO TO NEW YORK BY CANAL AND RIVER.

[Compiled from reports of New York Produce Exchange.]

Year.	May.	June.	July.	August.	September.	October.	November.	Season.
1857	17.33	15.62	13.30	13.88	14.40	16.25	17.00	15.39
1858	14.12	10.62	19.10	11.75	12.12	13.60	13.33	12.52
1859	11.10	11.25	11.10	10.63	11.50	14.70	17.33	12.80
1860	12.55	11.69	11.85	13.50	16.00	16.30	22.67	14.94
1861	13.87	11.38	11.50	11.81	15.75	20.31	25.66	15.75
1862	13.07	12.03	12.34	13.21	14.56	14.25	14.97	13.56
1863	9.87	9.92	11.25	11.07	10.49	11.13	13.25	10.99
1864	9.57	8.63	7.36	8.39	8.29	9.05	8.10	8.41
1865	10.88	9.77	10.16	10.10	10.90	14.95	15.71	11.82
1866	10.48	11.20	11.80	10.95	12.10	12.21	14.28	11.87
1867	9.00	9.64	9.96	9.77	11.30	14.77	13.70	11.19
1868	10.43	9.69	9.64	9.71	11.32	13.13	14.32	11.15
1869	9.88	9.91	9.51	10.25	11.70	16.66	17.70	12.14
1870	10.08	9.47	8.83	8.48	9.31	11.80	10.77	9.80
1871	10.42	9.07	9.89	10.45	11.90	12.31	14.44	11.22
1872	11.27	10.62	10.06	10.49	11.01	12.54	14.17	11.47
1873	10.20	9.01	9.08	9.19	10.83	11.57	11.60	10.18
1874	10.57	10.15	8.76	8.24	8.71	8.68	8.84	9.14
1875	6.50	5.91	6.55	7.27	6.13	6.97	9.26	6.94
1876	6.20	5.58	5.33	5.10	5.64	7.16	7.18	6.02
1877	7.02	5.74	4.98	6.13	6.53	10.64	9.43	7.20
1878	6.17	4.57	4.30	5.38	8.08	7.96	5.93	6.05
1879	4.66	4.17	5.29	6.56	8.08	8.93	10.34	6.86
1880	6.03	7.00	5.88	5.91	5.90	6.51	8.35	6.51
1881	5.19	4.63	4.33	4.87	4.20	5.02	5.00	4.75
1882	4.98	4.32	4.29	5.40	5.88	6.81	6.10	5.39
1883	5.20	4.34	3.78	4.58	6.21	5.71	4.90	4.96
1884	3.70	3.32	3.68	4.22	4.33	5.00	4.65	4.13
1885	4.18	3.23	3.12	3.61	3 47	4.33	5.02	3.85
1886	5.70	3.80	4.00	5.40	6.00	5.50	4.80	5.03
1887	4.87	4.50	3.50	3.87	4.00	4.67	5.24	4.58
1888	3.14	2.76	2.47	3.91	3.91	3.73	3.66	3.37
1889	4.00	3.87	3.84	4.09	4.85	5.00	5.00	4.38
1890	3.91	3.75	3.62	3.92	3.93	4.04	4.05	3.89
1891	2.74	2.90	2.71	3.83	4.34	4.48	4.06	3.58
1892	2.70	2.25	2.51	3.03	3.86	4.85	4.71	3.42
1893	4.74	6.84	4.65	4.60	4.06	4.73	4.90	4.65
1894	3.08	2.90	3.25	3.37	3.75	2.87	3.00	3.17
1895	1.95	1.88	2.00	1.99	2.28	2.50	2.73	2.19
1896	3.75	3.75	3.75	3.75	3.75	3.75	3.88	3.77
1897	2.69	2.14	2.46	2.55	3.32	3.11	3.50	2.82
1898	3.00	2.91	2.92	2.63	2.65	3.00	3.00	2.87
1899	2.54	2.72	2.48	2.61	2.53	3.44	4.27	2.94
1900	2.42	2.25	2.35	2.34	2.26	2.69	3.46	2.54

a Canal tolls included until abolished. Average currency values of gold for specific months used in making reductions.

TABLE 40.—*Wheat—average rates, in cents per bushel of 60 pounds.* (*a*)

CHICAGO TO BUFFALO BY LAKES.

[Compiled from reports of New York Produce Exchange.]

Year.	May.	June.	July.	August.	September.	October.	November.	Season.
1857	5.25	5.35	6.62	10.81	14.30	15.88	11.08	9.89
1858	3.81	4.18	4.20	3.00	3.62	4.25	3.25	3.76
1859	3.62	4.25	3.50	3.44	5.50	7.37	7.87	5.08
1860	5.25	5.35	6.62	10.81	14.30	15.87	11.08	9.89
1861 (*b*)	7.25	6.88	5.75	10.00	14.00	18.63	16.08	11.53
1862	6.59	7.98	10.39	6.50	8.86	10.02	11.68	8.98
1863	5.88	6.96	4.42	3.78	4.28	5.74	6.11	5.36
1864	4.86	6.38	2.64	3.25	3.60	3.98	5.89	4.29
1865	5.39	4.73	5.89	5.01	8.08	10.27	8.41	6.86
1866	8.82	9.68	6.89	6.26	7.68	11.26	8.86	8.48
1867	4.01	4.00	3.41	3.91	5.67	6.49	5.73	4.76
1868	3.76	3.79	2.98	5.37	6.40	6.43	6.93	5.09
1869	4.19	5.43	3.49	3.91	4.80	5.81	8.12	5.07
1870	4.26	5.21	4.39	4.29	4.14	6.48	7.30	5.14
1871	4.04	5.06	4.50	5.40	8.08	11.76	8.54	6.77
1872	7.26	7.68	7.72	8.78	13.32	14.73	11.12	10.08
1873	5.48	5.36	5.29	5.30	11.60	7.23	6.91	6.71
1874	3.92	4.29	3.53	2.84	3.21	3.67	4.01	3.64
1875	3.29	2.75	2.30	2.29	2.26	2.99	4.83	2.96
1876	2.80	2.44	1.90	1.97	2.73	3.08	3.40	2.61
1877	3.27	1.90	2.85	4.16	3.55	4.89	4.35	3.56
1878	2.64	1.93	1.64	3.27	4.37	3.58	3.94	3.05
1879	3.12	2.06	2.95	5.14	5.38	7.79	6.75	4.74
1880	4.73	7.19	4.63	5.75	4.41	6.55	7.06	5.76
1881	4.84	4.28	3.24	2.95	3.75	2.70	2.33	3.44
1882	2.30	2.70	2.10	2.17	2.06	2.90	3.25	2.50
1883	2.97	2.41	2.54	3.79	4.55	2.75	3.88	3.41
1884	2.20	2.37	2.40	1.96	2.33	1.86	2.17	2.18
1885	2.04	1.27	1.44	1.91	1.74	2.54	3.19	2.02
1886	3.23	2.79	2.81	3.15	4.47	4.83	4.51	3.68
1887	3.57	5.02	3.79	3.69	4.11	4.84	3.87	4.13
1888	2.13	1.95	2.29	3.02	3.55	2.50	2.47	2.56
1889	2.22	2.16	2.12	2.58	2.96	3.01	2.51	2.51
1890	1.76	2.20	2.20	1.58	1.89	1.99	2.10	1.96
1891	1.27	1.07	1.93	2.74	3.28	2.25	4.14	2.38
1892	1.87	1.84	2.02	2.29	2.36	2.33	2.59	2.19
1893	1.25	1.87	1.25	1.32	1.73	2.17	2.00	1.66
1894	1.37	1.32	.96	1.03	1.46	1.23	1.50	1.27
1895	1.25	1.15	1.04	1.69	2.20	3.30	2.83	1.92
1896	1.65	1.50	1.16	1.35	1.32	2.15	2.17	1.61
1897	1.29	1.22	1.30	1.60	2.00	1.86	1.47	1.53
1898	1.37	1.00	.94	1.22	1.42	2.54	2.34	1.55
1899	1.99	2.10	2.20	2.65	3.62	3.69	2.70	2.71
1900	1.92	2.00	2.12	1.67	1.84	1.72	1.90	1.88

a Average currency values of gold for specific months used in making reductions.
b April average, 13.69 cents.

TABLE 41.—*Corn—average rates, in cents per bushel of 56 pounds.* (*a*)

CHICAGO TO NEW YORK BY LAKES, CANAL, AND RIVER.

[Compiled from reports of New York Produce Exchange.]

Year.	May.	June.	July.	August.	September.	October.	November.	Season.
1857	18.14	15.92	15.76	19.81	22.40	27.88	25.33	20.75
1858	15.25	12.87	14.20	13.11	13.74	15.80	14.83	14.26
1859	12.85	13.45	12.80	12.32	15.37	20.37	23.27	15.78
1860	15.41	14.36	15.86	22.18	27.67	29.67	31.30	22.35
1861	19.18	16.69	15.81	19.62	27.43	35.63	38.33	24.67
1862	17.10	17.37	20.18	17.31	20.83	21.78	24.07	20.00
1863	13.78	14.80	13.51	12.86	12.54	14.71	17.10	14.24
1864	13.01	13.67	9.01	10.45	10.73	11.49	12.49	11.42
1865	14.38	12.63	14.34	13.37	16.98	22.77	21.00	16.56
1866	17.01	18.59	16.06	14.64	17.28	20.75	20.02	17.76
1867	10.64	10.91	11.31	11.31	14.25	18.20	16.75	14.58
1868	11.37	10.94	10.43	12.54	14.92	16.86	18.27	13.58
1869	12.30	13.67	11.26	12.20	14.44	19.59	22.19	14.98
1870	13.41	13.56	12.15	11.82	12.41	17.13	16.19	13.78
1871	13.17	12.92	13.01	14.51	18.62	22.36	21.06	16.53
1872	17.24	16.52	16.16	17.53	22.28	25.05	22.62	19.62
1873	13.85	13.18	12.95	13.10	19.68	16.63	16.92	15.39
1874	13.31	12.90	10.85	9.83	10.74	11.25	11.93	11.29
1875	8.88	7.77	8.04	8.66	7.56	9.14	12.50	8.93
1876	7.70	7.01	6.56	6.17	7.32	10.31	10.54	7.93
1877	8.83	6.80	6.57	9.16	9.31	13.22	12.08	9.41
1878	7.65	5.97	5.32	7.87	11.25	10.43	9.42	8.27
1879	6.87	5.45	7.28	10.55	12.15	15.27	15.42	10.43
1880	9.75	13.16	10.00	10.56	9.30	11.93	14.28	11.14
1881	8.99	8.19	6.71	6.10	7.67	6.95	6.22	7.26
1882	6.56	6.20	6.02	7.04	7.50	8.95	8.34	7.23
1883	7.91	6.17	5.83	7.63	9.89	8.63	8.05	7.66
1884	5.28	5.00	5.20	5.46	6.17	6.30	6.14	5.64
1885	5.63	4.12	4.30	5.05	4.75	6.19	7.62	5.38
1886	8.06	5.95	6.12	7.73	9.76	9.57	8.66	7.98
1887	7.67	8.74	6.98	6.99	7.45	8.77	8.60	7.88
1888	4.73	4.23	4.21	6.34	6.84	5.66	5.85	5.41
1889	5.59	5.41	5.33	6.03	7.08	7.26	6.69	6.19
1890	5.11	5.31	5.09	4.73	5.08	5.15	5.21	5.10
1891	3.37	3.55	4.17	5.93	6.86	6.11	7.55	5.36
1892	4.07	3.60	3.96	4.75	5.54	6.52	6.73	5.03
1893	5.47	5.98	5.43	5.27	5.20	6.25	6.34	5.71
1894	3.94	3.83	3.87	4.12	4.55	3.50	4.10	3.99
1895	2.94	2.71	2.77	3.25	4.02	5.18	5.06	3.71
1896	4.97	4.79	4.56	4.70	4.70	5.50	5.33	4.94
1897	3.58	2.84	3.17	3.64	4.64	4.34	4.36	3.79
1898	3.75	3.19	3.24	3.32	3.59	4.96	4.73	3.83
1899	4.24	4.31	4.01	4.54	5.55	6.38	5.88	4.99
1900	4.12	3.77	4.18	3.50	3.67	4.03	4.84	4.02

a Canal tolls included until abolished. Transfer charges at Buffalo not included. Average currency values of gold for specific months used in making reductions.

TABLE 42.—*Corn—average rates, in cents per bushel of 56 pounds.* (*a.*)

BUFFALO TO NEW YORK BY CANAL AND RIVER.

[Compiled from reports of New York Produce Exchange.]

Year.	May.	June.	July.	August.	September.	October.	November.	Season.
1857	13.83	11.62	10.50	10.25	11.30	13.00	14.50	12.14
1858	12.00	9.12	10.60	10.25	10.62	12.10	12.08	10.97
1859	9.60	9.75	9.80	9.38	10.37	13.50	15.83	11.18
1860	11.10	10.06	10.30	12.62	14.62	14.80	20.50	13.43
1861	12.81	10.38	10.56	10.81	14.50	18.38	23.58	14.43
1862	11.13	10.15	10.61	11.47	12.81	12.54	13.20	11.78
1863	8.52	8.53	9.72	9.48	9.00	9.78	11.90	9.56
1864	8.43	7.71	6.56	7.40	7.36	7.81	7.03	7.41
1865	9.40	8.34	8.75	8.71	9.51	13.23	13.86	10.29
1866	8.93	9.53	9.83	9.00	10.03	10.19	11.86	9.91
1867	7.54	8.18	8.52	8.35	9.37	12.68	11.73	9.50
1868	8.46	7.90	7.88	7.99	9.53	11.21	12.09	9.27
1869	8.35	8.46	8.04	8.76	10.05	14.16	14.93	10.31
1870	9.37	8.86	8.18	7.90	8.66	11.03	9.34	9.04
1871	9.52	8.19	9.00	9.56	11.03	11.43	13.04	10.26
1872	10.39	9.66	9.19	9.62	9.96	11.27	12.40	10.35
1873	9.18	8.15	8.21	8.32	9.23	10.19	10.22	9.05
1874	9.68	9.25	7.65	7.33	7.79	7.78	8.12	8.24
1875	5.85	5.36	5.93	6.61	5.65	6.38	8.06	6.27
1876	5.25	4.89	4.92	4.65	5.11	6.58	6.61	5.42
1877	6.08	5.00	4.33	5.83	6.00	8.87	8.27	6.33
1878	5.45	4.17	3.79	4.73	7.17	7.01	5.74	5.43
1879	4.18	3.62	4.77	5.96	7.31	8.15	9.07	6.17
1880	5.43	6.47	5.30	5.38	5.46	5.93	7.65	5.80
1881	4.62	4.38	3.88	3.50	4.33	4.75	4.63	4.30
1882	4.51	3.94	3.94	4.91	5.38	6.33	5.54	4.94
1883	4.70	3.97	3.53	4.29	5.79	5.21	4.42	4.56
1884	3.33	3.06	3.33	3.78	4.03	4.40	3.97	3.70
1885	3.80	2.91	2.96	2.31	3.24	3.96	4.67	3.55
1886	5.10	3.40	3.60	4.80	5.50	5.00	4.50	4.56
1887	4.38	4.15	3.51	3.55	3.65	4.31	4.89	4.06
1888	2.86	2.53	2.28	3.60	3.56	3.39	3.41	3.09
1889	3.62	3.50	3.46	3.70	4.35	4.50	4.41	3.93
1890	3.61	3.35	3.12	3.50	3.43	3.48	3.37	3.41
1891	2.24	2.50	2.37	3.44	3.80	4.11	3.66	3.16
1892	2.41	2.00	2.22	2.71	3.42	4.44	4.40	3.09
1893	4.36	4.35	4.31	4.20	3.66	4.36	4.56	4.26
1894	2.82	2.65	2.95	3.12	3.27	2.42	2.75	2.86
1895	1.78	1.63	1.75	1.73	2.02	2.25	2.48	1.95
1896	3.50	3.50	3.50	3.50	3.50	3.50	3.47	3.50
1897	2.22	1.76	2.00	2.18	2.84	2.61	3.00	2.37
1898	2.50	2.31	2.43	2.23	2.25	2.63	2.63	2.43
1899	2.48	2.32	2.01	2.13	2.16	2.95	3.50	2.51
1900	2.35	2.00	2.18	2.09	2.00	2.44	3.09	2.31

a Canal tolls included until abolished. Average currency values of gold for specific months used in making reductions.

TABLE 43.—*Corn—average rates, in cents per bushel of 56 pounds. (a)*

CHICAGO TO BUFFALO BY LAKES.

[Compiled from reports of New York Produce Exchange.]

Year.	May.	June.	July.	August.	September.	October.	November.	Season.
1857	4.31	4.30	5.26	9.56	11.10	14.88	10.83	8.61
1858	3.25	3.75	3.60	2.56	3.12	3.70	2.75	3.25
1859	3.25	3.70	3.00	2.94	5.00	6.87	7.44	4.60
1860	4.31	4.30	5.56	9.56	13.05	14.87	10.80	8.92
1861*b*	6.37	6.31	5.25	8.81	12.93	17.25	14.75	10.56
1862	5.95	7.22	9.58	5.84	8.02	9.24	10.87	8.22
1863	5.26	6.26	3.79	3.38	3.54	4.94	5.26	4.69
1864	4.57	5.96	2.45	3.05	3.37	3.68	5.46	4.01
1865	4.98	4.28	5.59	4.66	7.47	9.54	7.14	6.36
1866	8.08	9.06	6.23	5.64	7.24	10.56	8.16	7.84
1867	3.10	2.73	2.78	2.97	4.88	5.53	5.01	3.87
1868	2.91	3.03	2.54	4.55	5.40	5.65	6.18	4.31
1869	3.95	5.21	3.22	3.44	4.39	5.42	7.27	4.67
1870	4.04	4.70	3.96	3.93	3.75	6.10	6.85	4.74
1871	3.64	4.73	4.00	4.95	7.59	10.93	8.02	6.28
1872	6.85	6.87	6.97	7.92	12.33	13.78	10.22	9.27
1873	4.67	5.02	4.74	4.78	10.45	6.44	6.69	6.34
1874	3.63	3.65	3.20	2.50	2.94	3.46	3.81	3.32
1875	3.02	2.41	2.11	2.05	1.92	2.76	4.44	2.67
1876	2.45	2.12	1.64	1.52	2.21	3.73	3.02	2.38
1877	2.75	1.80	2.25	3.33	3.31	4.35	3.81	3.08
1878	2.19	1.81	1.53	3.14	4.07	3.41	3.68	2.84
1879	2.69	1.83	2.51	4.59	4.84	7.12	6.35	4.27
1880	4.33	6.69	4.70	5.19	3.84	6.00	6.63	5.34
1881	4.37	3.81	2.83	2.66	3.34	2.20	1.59	2.97
1882	2.05	2.26	2.08	2.13	2.12	2.62	2.80	2.29
1883	2.71	2.20	2.30	3.34	4.10	3.92	3.63	3.10
1884	1.95	1.94	1.82	1.68	2.14	1.90	2.17	1.94
1885	1.83	1.21	1.34	1.74	1.51	2.23	2.95	1.83
1886	2.96	2.55	2.52	2.93	4.26	4.57	4.16	3.42
1887	3.29	4.59	3.47	3.44	3.80	4.46	3.71	3.82
1888	1.87	1.70	1.93	2.74	3.28	2.27	2.44	2.32
1889	1.97	1.91	1.87	2.33	2.73	2.76	2.28	2.26
1890	1.50	1.96	1.97	1.23	1.65	1.67	1.84	1.69
1891	1.13	1.05	1.80	2.49	3.06	2.00	3.89	2.20
1892	1.66	1.60	1.74	2.04	2.12	2.08	2.33	1.94
1893	1.11	1.63	1.12	1.07	1.54	1.89	1.78	1.45
1894	1.12	1.18	.92	1.00	1.28	1.08	1.35	1.13
1895	1.16	1.08	1.02	1.52	2.00	2.93	2.58	1.76
1896	1.47	1.29	1.06	1.20	1.20	2.00	1.86	1.44
1897	1.36	1.08	1.17	1.46	1.80	1.73	1.36	1.42
1898	1.25	.88	.81	1.09	1.34	2.33	2.10	1.40
1899	1.76	1.99	2.00	2.41	3.39	3.43	2.38	2.48
1900	1.77	1.77	2.00	1.41	1.67	1.59	1.75	1.71

a Average currency values of gold for specific months used in making reductions.
b April average, 12.81 cents.

Owing to the important bearing of transfer charges and canal tolls, when exacted, upon transportation via the Great Lakes and the Erie Canal, the following statement, showing the average of these charges at Buffalo during each year from 1870 to 1900, inclusive, is inserted:

TABLE 44.—*Elevator charges at Buffalo and tolls on Erie Canal—average rates, in cents per bushel.*

[From reports of Buffalo Merchants' Exchange.]

Year.	Elevator charges. (a)	Tolls.	Year.	Elevator charges. (a)	Tolls.
1870	1.09	2.70	1886	0.875	None.
1871	1.12	2.78	1887	.875	Do.
1872	1.11	2.76	1888	.875	Do.
1873	1.10	2.72	1889	.875	Do.
1874	1.12	2.79	1890	.875	Do.
1875	.87	1.74	1891	.875	Do.
1876	.90	1.79	1892	.875	Do.
1877	.95	.95	1893	.875	Do.
1878	.99	.99	1894	.875	Do.
1879	1.00	1.00	1895	.875	Do.
1880	1.00	1.00	1896	.875	Do.
1881	.875	1.00	1897	.875	Do.
1882	.875	1.00	1898	b.625	Do.
1883	.875	None.	1899	.500	Do.
1884	.875	Do.	1900	.500	Do.
1885	.875	Do.			

a Includes storage, the limit of which has varied from five to ten days.
b Elevator charges entirely removed before the end of the year.

TABLE 45.— *Bituminous coal by lakes—average rates per net ton.*

[From Report of Statistics of Lake Commerce, Treasury Department.]

Year.	From Ohio ports to—				
	Milwaukee, Wis. (a)	Escanaba, Mich.	Duluth, Minn.	Green Bay, Wis.	Manitowoc, Wis.
1886	$0.83	$0.60	$0.78	.....	.....
1887	1.06	.72	.89	.....	.....
1888	.84	.61	.66	.....	.....
1889	.54	.49	.52	.....	.....
1890	.64	.45	.49	.....	.....
1891	.61	.52	.49	.....	.....
1892	.58	.43	.43	$0.55	$0.49
1893	.48	.40	.38	.50	.41
1894	.485	.39	.375	.495	.48
1895	.54	.39	.365	.50	.51
1896	.335	.27	.295	.325	.32
1897	.285	.295	.25	.30	.31
1898	.28	.265	.23	.285	.285
1899	.69	.58	.455	.665	.67
1900	.45	.40	.40	.45	.435

a Rate to Chicago about the same as to Milwaukee.

TABLE 46.—*Iron ore, by lakes—average rates per long ton.* (*a*)

[Adapted from Report of Statistics of Lake Commerce, Treasury Department.]

Year.	To Lake Erie ports from—								
	Escanaba, Mich.			Marquette, Mich.			Ashland, Wis., Superior, Wis., Duluth, Minn., and Two Harbors, Minn.		
	Rate.	Wild or daily rate.	Contract rate.	Rate.	Wild or daily rate.	Contract rate.	Rate. (*b*)	Wild or daily rate.	Contract rate.
1856				$3.00					
1857				3.00					
1858				$2.00 to 2.50					
1859				2.00 to 2.50					
1860				2.00 to 2.50					
1861				2.00 to 3.00					
1862				1.99 to 3.97					
1863				2.07 to 2.75					
1864				1.48 to 2.46					
1865				1.30 to 3.18					
1866	$1.77 to $4.08			1.95 to 4.61					
1867	.76 to 2.21			1.45 to 2.89					
1868	.76 to 1.47			1.61 to 2.33					
1869	.79 to 1.54			2.07 to 3.38					
1870	1.44 to 2.18			1.78 to 2.83					
1871	1.34 to 2.24			1.84 to 3.58					
1872	1.78 to 4.67			2.54 to 5.87					
1873	2.02 to 2.64			2.86 to 3.51					
1874	1.17 to 1.26			1.44 to 2.25					
1875	.96 to 1.13			1.13 to 1.31					
1876	.63 to 1.26	$0.77	$1.08	1.12 to 1.97	$1.21	$1.35			
1877	.62 to 1.43	.94	.95	1.19 to 1.91	1.35	1.34			
1878	.60 to 1.14	.80	.89	.99 to 1.49	1.21	1.29			
1879	.70 to 2.10	1.25	.90	1.25 to 3.00	1.83	1.40			
1880	1.50 to 2.00	1.70	1.85	2.00 to 2.75	2.26	2.75			
1881	1.00 to 1.60	1.36	1.75	2.00 to 2.30	2.05	2.45			
1882	.90 to 1.40	1.04	1.40	1.25 to 2.00	1.26	1.75			
1883	.90 to 1.50	1.22	1.00	1.30 to 1.75	1.40	1.20			
1884	.65	.87	1.10	1.00	1.08	1.35			
1885	1.00	.78	.99	1.40	.98	1.05	$1.07 to $1.65	$1.25	$1.15
1886	1.35	1.28	1.05	1.75	1.51	1.20	1.02 to 3.00	1.78	1.20
1887	1.75	1.59	1.40	2.15	1.87	1.63	1.75 to 2.75	2.23	2.00
1888	.90 to 1.45	1.05	.90	1.10 to 1.15	1.30	1.15	1.02 to 1.08	1.43	1.25
1889	.90 to 1.25	1.01	1.00	.90 to 1.25	1.19	1.10	1.25 to .90	1.34	1.25
1890	1.10 to 1.00	.89	1.10	1.25 to 1.10	1.07	1.25	1.35 to 1.00	1.17	1.35
1891		.84	.65		1.02	.90		1.11	1.00
1892		.74	1.00		.98	1.15		1.15	1.25
1893		.56	.85		.71	1.00		.77	1.00
1894		.46	.60		.60	.80		.78	.80
1895		.73	.55		.92	.75		1.13	.80
1896		.52	.70		.66	.95		.77	1.05
1897		.45	.45		.55	.65		.57	.70
1898		.51	.45		.60	.60		.62	.60
1899		.95	.50		1.085	.60		1.295	.60
1900		.695	1.00		.78	1.10		.845	1.25

a Rates in first column under each shipping port as reported by U. S. Geological Survey; others from Marine Review.

b Rates from Ashland only.

TABLE 47.—*Lumber, by lakes—average rates per 1,000 feet.*

[Adapted from Report of Statistics of Lake Commerce, Treasury Department.]

Year.	To Chicago from—				Year.	To Chicago from—			
	Alpena, Mich.	Manistee, Mich.	Menominee, Mich.	Ashland, Wis. (a)		Alpena, Mich.	Manistee, Mich.	Menominee, Mich.	Ashland, Wis. (a)
1877	$1.25	$1.21	.....	.....	1889	$1.59	$1.42	$1.40	$2.42
1878	1.13	1.33	$1.45	.....	1890	1.74	1.58	1.66	2.51
1879	.....	1.77	1.87	.....	1891	1.69	1.59	1.59	2.44
1880	2.22	2.12	2.27	.....	1892	1.81	1.62	1.67	2.91
1881	.....	2.18	2.17	.....	1893	1.61	1.46	1.48	2.36
1882	1.92	1.78	1.80	.....	1894	1.41	1.32	1.33	2.00
1883	2.01	1.85	1.85	.....	1895	1.36	1.22	1.27	2.18
1884	1.74	1.70	1.59	.....	1896	1.16	1.14	1.20	1.85
1885	1.64	1.46	1.54	.....	1897	1.18	1.13	1.10	1.67
1886	1.89	1.58	1.66	$2.12	1898 *b*	1.38	1.22	1.20	1.91
1887	2.53	1.94	2.11	3.15	1899 *b*	1.57	1.52	1.50	2.82
1888	1.90	1.49	1.57	2.73	1900 *b*	1.49	1.58	1.52	2.39

a The rates from Duluth, Superior, and other points at the head of Lake Superior are usually the same as those from Ashland.
b Figures obtained from original sources.

TABLE 48.—*Grain—average rates in cents.*

ST. LOUIS TO NEW ORLEANS BY RIVER.

[Compiled from reports of the St. Louis Merchants' Exchange.]

Year.	Grain in sacks, per 100 pounds.	Per bushel.		
		Wheat in bulk.	Corn and rye.	
			High water.	Low water.
1866	.....	.....	9.05	10.93
1867	.....	.....	11.09	14.83
1868	.....	.....	6.23	9.84
1869	.....	.....	6.32	8.42
1870	.....	.....	9.23	13.66
1871	.....	.....	6.71	16.29
1872	.....	.....	9.79	19.04
1873	.....	.....	6.15	9.67
1874	.....	.....	4.95	8.09
1875	.....	.....	4.87	10.01
1876	.....	.....	5.02	11.30
1877	20.04	8.11	7.63	8.59
1878	17.36	7.19	4.96	8.93
1879	18.00	7.75	5.00	11.00
1880	19.00	8.25	7.00	9.50
1881	20.00	6.00	4.00	8.00
1882	20.00	6.42	5.50	7.00
1883	17.75	5.50	5.00	7.00
1884	14.00	6.63	5.00	7.00
1885	15.00	6.40	5.00	7.00
1886	16.00	6.50	5.00	7.00
1887	18.25	6.00	5.00	7.00
1888	15.00	6.50	5.00	7.50
1889	17.93	5.95	5.00	7.00
1890	15.66	6.58	5.00	7.00
1891	16.28	6.88	5.00	7.50
1892	16.87	6.50	5.00	7.00
1893	17.54	6.55	.....	.....
1894	17.14	5.89	.....	.....
1895	*a*12.50	5.95	.....	.....
1896	*a*14.55	5.00	.....	.....
1897	*a*15.00	*a*4.98	.....	.....
1898	10.00	4.50	.....	.....
1899	10.00	4.50	.....	.....
1900	10.00	4.25	.....	.....

a As corrected by the St. Louis Merchants' Exchange annual report for 1898.

TABLE 49.—*Grain in sacks, by steamers—rates in cents per 100 pounds.*

[Compiled from reports of the St. Louis Merchants' Exchange.]

Year.	From St. Louis, Mo., to—								
	Memphis, Tenn.			Vicksburg, Miss.			New Orleans, La.		
	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.
1877	24	11.9	14.3	33	19	19	33	14	19
1878	50	7.4	7.4	50	10	10	35	10	10
1879	20	10	12.5	35	15	20	30	10	12.5
1880	51	12.5	20	30	20	20	25	15	20
1881	22.5	15	15	30	20	25	25	15	22.5
1882	17.5	12.5	12.5	30	20	20	25	20	20
1883	17.5	12.5	17.5	25	20	25	22.5	12.5	20
1884	15	13	15	22.5	20	20	17.5	12.5	12.5
1885	15	15	15	22.5	22.5	22.5	17.5	15	17.5
1886	15	10	10	20	17.5	17.5	17.5	15	17.5
1887	20	10	10	20	17.5	20	20	15	17.5
1888	15	10	10	20	17.5	17.5	17.5	12.5	12.5
1889	17.5	10	11	25	17.5	17.5	20	17.5	17.5
1890	12.5	10	10	17.5	15	17.5	17.5	15	15
1891	20	10	10	25	17.5	17.5	20	15	15
1892	20	10	10	25.5	17.5	17.5	20	15	17.5
1893	12	12	12	17.5	17.5	17.5	17.5	15	17.5
1894	15	12	12	20	17.5	17.5	20	12.5	20
1895	15	10	10	20	12.5	15	20	10	10
1896	12.5	10	10	17.5	15	15	15	10	15
1897	8	8	8	15	15	15	15	15	15
1898	10	10	10	15	15	15	10	10	10
1899	10	6	10	15	15	15	10	10	10
1900	10	8	10	15	15	15	10	10	10

TABLE 50.—*Flour, by steamers—rates in cents per barrel.*

[Compiled from reports of the St. Louis Merchants' Exchange.]

Year.	From St. Louis, Mo., to—								
	Memphis, Tenn.			Vicksburg, Miss.			New Orleans, La.		
	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.
1866	43	35	35	.....	.....	.....	106	28	50
1867	.....	.....	.....	.....	.....	.....	109	29	62
1868	.....	.....	.....	.....	.....	.....	72	14	29
1869	45	23	23	.....	.....	.....	56	19	34
1870	65	9	44	109	26	44	109	26	44
1871	72	22	27	107	27	36	112	22	22
1872	67	22	27	98	27	36	111	27	36
1873	53	22	35	88	22	88	88	22	88
1874	.....	.....	.....	.....	.....	.....	65	13	31
1875	52	17	22	52	17	35	61	17	35
1876	72	18	22	81	22	31	72	18	31
1877	48	24	29	57	38	38	57	29	38
1878	99	15	15	99	20	20	69	20	20
1879	45	20	25	70	25	35	60	20	25
1880	45	25	40	60	40	40	50	30	30
1881	45	30	30	60	40	50	50	30	45
1882	35	25	25	60	40	40	50	40	40
1883	35	25	25	50	40	40	45	25	25
1884	30	25	25	45	40	40	35	25	25
1885	30	30	30	45	45	45	35	30	35
1886	30	20	24	40	35	35	35	30	35
1887	40	20	20	40	35	40	40	30	35
1888	30	20	20	40	35	35	35	25	30
1889	35	20	25	50	40	40	40	35	35
1890	25	20	20	40	30	40	35	30	30
1891	40	20	20	50	35	35	40	30	30
1892	40	20	20	50	35	35	40	30	35
1893	20	20	20	35	35	35	35	30	35
1894	30	20	20	40	35	35	40	25	40
1895	30	20	20	40	25	30	40	20	20
1896	25	20	20	35	30	30	30	20	30
1897	15	15	15	30	30	30	30	30	30
1898	20	20	20	30	27½	30	20	20	20
1899	15	10	15	30	27½	30	20	20	20
1900	20	15	20	30	30	30	20	20	20

TABLE 51.—*Pork, by steamers—rates in cents per barrel.*
[Compiled from reports of the St. Louis Merchants' Exchange.]

Year.	From St. Louis, Mo., to—								
	Memphis, Tenn.			Vicksburg, Miss.			New Orleans, La.		
	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.
1866	88.7	53.2	53.2	.....	.....	.....	141.9	42.6	71
1867	.....	.....	.....	.....	.....	.....	180.9	43.4	90.4
1868	.....	.....	.....	.....	.....	.....	125.3	28.6	46.5
1869	75.2	37.6	37.6	.....	.....	.....	94	26.3	52.6
1870	108.8	34.8	65.3	152.4	43.5	78.3	152.3	43.5	78.3
1871	125.3	35.8	44.8	156.7	40.3	67.1	170.1	35.8	35.8
1872	97.9	35.6	44.5	155.7	40	57.8	169	40	53.4
1873	79.1	35.1	43.9	131.8	39.5	131.8	131.8	33	131.8
1874	.....	.....	.....	.....	.....	.....	94.4	33.7	45
1875	78.3	26.1	32.6	94	26.1	52.2	94	26.1	52.2
1876	103.1	26.9	33.6	118.4	33.6	44.8	118.4	26.9	44.8
1877	66.8	35.8	42.9	85.9	57.3	57.3	85.9	42.9	57.3
1878	148.8	29.8	29.8	148.8	29.8	29.8	74.4	29.8	29.8
1879	60	30	37.5	105	45	52.5	90	30	37.5
1880	60	30	60	90	60	60	75	45	45
1881	67.5	45	45	90	60	75	75	45	67.5
1882	52.5	45	45	90	60	60	75	60	60
1883	52.5	37.5	37.5	75	60	75	67.5	37.5	37.5
1884	45	40	40	67.5	60	60	52.5	37.5	37.5
1885	45	45	45	67.5	67.5	67.5	52.5	45	52.5
1886	45	30	36	60	52.5	52.5	52.5	45	52.5
1887	60	30	30	60	52.5	60	60	45	52.5
1888	45	30	30	60	52.5	52.5	52.5	37.5	37.5
1889	52.5	30	37.5	75	60	60	60	52.5	52.5
1890	37.5	30	30	60	45	52.5	52.5	45	45
1891	60	30	30	75	52.5	52.5	60	45	45
1892	60	30	30	75	52.5	52.5	60	45	52.5
1893	30	30	30	52.5	52.5	52.5	52.5	45	52.5
1894	45	30	30	60	52.5	52.5	60	37.5	60
1895	45	30	35	60	37.5	50	60	30	35
1896	30	30	30	40	40	40	45	30	45
1897	30	30	30	60	60	60	45	45	45
1898	30	30	30	55	55	55	*a* 33	*a* 33	*a* 33
1899	30	25	30	55	55	55	*a* 33	*a* 33	*a* 33
1900	35	25	35	55	55	55	*a* 33	*a* 33	*a* 33

a Figured on the basis of 330 pounds to the barrel.

TABLE 52.—*Meats, by steamers—rates in cents per 100 pounds.*
[Compiled from reports of the St. Louis Merchants' Exchange.]

Year.	From St. Louis, Mo., to—								
	Memphis, Tenn.			Vicksburg, Miss.			New Orleans, La.		
	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.
1876	35.9	11.2	15.7	40.4	11.2	15.7	35.9	9	15.7
1877	23.9	11.9	14.3	33.4	19.1	19.1	33.4	14.3	19.1
1878	49.6	7.4	7.4	49.6	9.9	9.9	34.7	9.9	9.9
1879	20	10	12.5	35	12.5	17.5	30	10	12.5
1880	20	12.5	20	30	20	20	25	15	15
1881	22.5	15	15	30	20	25	27.5	15	20
1882	17.5	15	15	.....	.....	.....	.....	.....	.....
1883	17.5	12.5	12.5	25	20	25	22.5	12.5	12.5
1884	15	13	13	22.5	20	20	17.5	12.5	12.5
1885	15	15	15	22.5	22.5	22.5	17.5	15	17.5
1886	15	10	12	20	17.5	17.5	17.5	15	17.5
1887	20	10	10	20	17.5	20	20	15	17.5
1888	15	10	10	20	17.5	17.5	17.5	12.5	12.5
1889	17.5	10	12.5	25	20	20	20	17.5	17.5
1890	12.5	10	10	17.5	15	17.5	17.5	15	15
1891	20	10	10	25	17.5	17.5	20	15	15
1892	20	10	10	25	17.5	17.5	20	15	17.5
1893	12	12	12	17.5	17.5	17.5	17.5	15	17.5
1894	15	12	12	20	17.5	17.5	20	12.5	20
1895	15	10	10	20	12.5	15	20	10	10
1896	12.5	10	10	17.5	15	15	15	10	15
1897	10	10	10	20	20	20	15	15	15
1898	10	10	10	17.5	17.5	17.5	10	10	10
1899	10	8	10	17.5	17.5	17.5	10	10	10
1900	10	8	10	15	15	15	10	10	10

TABLE 53.—*Hay, by steamers—rates in cents per 100 pounds.*

[Compiled from reports of the St. Louis Merchants' Exchange.]

Year.	From St. Louis, Mo., to—								
	Memphis, Tenn.			Vicksburg, Miss.			New Orleans, La.		
	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.	Highest.	Lowest.	Longest in effect.
1871	44.8	22.4	22.4	58.2	22.4	35.8	67.1	22.4	22.4
1872	40	22.2	35.6	66.7	26.7	35.6	66.7	26.7	31.1
1873	35.1	22	26.4	48.3	22	26.4	52.7	19.8	52.7
1874							36	15.7	18
1875	30.5	13.1	17.4	34.8	13.1	21.8	34.8	13.1	21.8
1876	38.6	13.5	20.2	43	13.5	20.2	40.4	13.5	20.2
1877	28.6	16.7	19.1	33.4	23.9	23.9	33.4	19.1	23.9
1878	29.8	14.9	14.9	34.7	14.9	14.9	29.8	14.9	14.9
1879	25	15	17.5	40	20	22.5	35	15	17.5
1880	25	17.5	25	35	25	25	30	20	20
1881	27.5	20	20	35	25	30	32.5	20	27.5
1882	22.5	17.5	17.5	35	25	25	30	25	25
1883	22.5	17.5	17.5	30	25	30	27.5	17.5	17.5
1884	20	17.5	18	27.5	25	25	22.5	17.5	17.5
1885	17.5	17.5	17.5	27.5	27.5	27.5	22.5	20	22.5
1886	17.5	13	13	25	20	20	22.5	20	22.5
1887	25	13	13	25	20	22.5	22.5	20	22.5
1888	17	13	13	20	20	20	20	17.5	20
1889	22.5	13	13	25	20	20	20	20	20
1890	15	12.5	12.5	20	17.5	20	20	17.5	17.5
1891	22.5	12.5	12.5	27.5	20	20	22.5	17.5	17.5
1892	22.5	12	12	34	20	20	22.5	17.5	20
1893	12	12	12	20	20	20	20	20	20
1894	17.5	12	12	20	20	20	20	17.5	20
1895	17.5	12.5	12.5	20	15	15	20	12.5	12.5
1896	15	12	12	20	20	20	17.5	15	17.5
1897	12	12	12	20	20	20	17.5	17.5	17.5
1898	15	15	15	20	20	20	12.5	12.5	12.5
1899	12.5	10	12.5	20	20	20	{a 15 a 12.5	a 15 a 12.5	a 15 a 12.5
1900	12.5	12.5	12.5	20	20	20	15	15	15

a The 15-cent rate is for hay, loose, pressed; the 12½-cent rate is for hay compressed.

PASSENGER TRAFFIC.

The following pages contain statements similar to those relating to freight traffic, which have been already presented. The examination of the data contained in these tables should be preceded by the observation that the substantial similarity among the things compared, which is so material to the successful application of the statistical method, is impossible of attainment when the comparisons are among the charges exacted for moving passengers at widely different periods. The accommodations offered to the traveling public during the years prior to 1870 were greatly inferior to those provided at the present time, and the last three decades have been characterized by an improvement that has been continuous and progressive.

The time required for passage between important cities is now but half or less than half that formerly consumed, and the safety of passengers has been correspondingly increased. Though it may appear, therefore, in the following tables that the decrease in the charges for the transportation of passengers has not been as great as that in the charges for freight service, it should be borne in mind that the thing which the traveler purchases with the money paid as fare has varied

in his favor in every important element except that of distance. The dollar with which a man purchases transportation in a train moving at a modern rate of speed, provided with air brakes and automatic couplers, with coaches of modern construction, over a track composed of Bessemer steel rails weighing 100 pounds to the yard, on a line provided with block signaling apparatus, purchases vastly more than a dollar paid for transportation under the conditions which existed but one or two decades ago.

Table 54 contains data which correspond to those relating to freight traffic in Table 1. The scheme of tabulation followed in connection with Table 1, and fully explained in the comments relating thereto, was also used in preparing this table, and the data in the latter are subject to limitations similar to those stated as applicable to those in the former table.

TABLE 54.—*Volume of traffic, efficiency of service, and earnings.*

Year.	Average number carried per mile of road operated.	Average number carried 1 mile per mile of road operated.	Average mileage of passenger trains per mile of road operated.	Average number carried per 1,000 miles run by passenger trains.	Average number carried 1 mile per mile run by passenger trains.	Average distance carried per passenger.	Average revenue from passengers per mile of road operated. (*a*)	Average revenue from passengers per mile run by passenger trains. (*a*)	Average revenue from each passenger carried.	Average revenue from each passenger per mile carried.
						Miles.			*Cents.*	*Cents.*
1867	3,706	135,747	2,195	1,511	65	31.24	$2,516.10	$1.16.295	71.123	1.994
1868	3,620	113,790	1,821	2,294	60	23.48	2,186.34	1.28.929	60.747	2.164
1869	3,301	99,926	1,768	2,019	59	28.04	2,125.78	1.25.054	65.886	2.144
1870	3,054	108,244	2,131	1,521	53	32.79	2,416.16	1.17.782	79.559	2.392
1871	3,254	105,368	1,908	1,833	52	27.62	2,359.98	1.29.476	74.743	2.632
1872	3,311	103,506	2,089	1,781	52	26.59	2,283.67	1.19.114	69.873	2.521
1873	2,974	85,216	1,767	1,757	48	26.23	1,983.37	1.15.804	67.342	2.486
1874	3,127	85,685	1,813	1,754	46	26.11	2,050.83	1.14.354	67.495	2.544
1875	2,960	82,201	1,687	1,743	47	25.85	1,821.97	1.08.413	63.831	2.378
1876	2,968	86,133	1,781	1,632	47	26.80	1,787.54	1.05.515	63.631	2.183
1877	2,617	70,794	1,671	1,619	42	26.39	1,649.85	1.04.714	65.751	2.458
1878	2,506	69,403	1,697	1,575	41	26.21	1,664.63	1.03.449	67.807	2.573
1879	2,704	71,286	1,738	1,610	42	25.24	1,699.03	1.02.724	63.336	2.484
1880	3,084	78,876	1,721	1,828	46	25.24	1,838.76	1.10.995	61.870	2.442
1881	3,005	82,637	1,749	1,731	47	26.72	1,883.60	1.13.813	65.800	2.446
1882	3,103	86,109	1,814	1,785	49	26.83	1,925.30	1.13.875	64.716	2.391
1883	2,943	80,059	1,759	1,674	46	27.21	1,885.02	1.09.451	65.372	2.402
1884	3,083	81,306	1,828	1,686	44	26.31	1,871.62	1.03.191	61.216	2.323
1885	3,162	79,093	1,960	1,661	41	25.26	1,694.57	.91.156	55.969	2.216
1886	3,266	81,973	1,982	1,687	41	25.11	1,690.79	.88.721	53.674	2.142
1887	3,386	84,329	1,937	1,732	43	24.38	1,810.44	.98.055	56.463	2.245
1888	3,435	81,124	2,006	1,756	43	24.74	1,756.82	.92.292	53.822	2.108
1889	3,078	75,325	1,865	1,700	42	24.47	1,656.22	.90.241	52.986	2.165
1890	3,148	75,751	1,882	1,720	41	24.06	1,667.39	.91.532	51.535	2.167
1891	3,294	79,642	1,974	1,720	42	24.18	1,743.47	.90.242	52.067	2.142
1892	3,454	82,285	1,990	1,760	42	23.82	1,766.07	.89.835	51.205	2.126
1893	3,496	83,809	2,014	1,760	42	23.97	1,775.78	.89.443	51.085	2.108
1894	3,077	81,333	1,919	1,650	44	26.43	1,624.16	.86.984	52.851	1.986
1895	2,855	68,572	1,852	1,590	38	24.02	1,419.14	.78.707	49.486	2.040
1896	2,812	71,705	1,895	1,530	39	25.50	1,464.77	.79.458	52.078	2.019
1897	2,670	66,874	1,888	1,460	37	25.04	1,726.40	.74.486	51.163	2.022
1898	2,714	72,462	1,904	1,470	39	26.70	1,812.69	.77.673	53.237	1.973
1899	2,790	77,821	1,898	1,476	41	27.89	1,583.37	.81.792	55.816	1.925
1900	2,936	83,295	2,170	1,464	41	27.80	1,742.32	.82.185	56.459	2.003

a Revenue from mail and express services not included.

It is significant that the figures in Table 54 do not indicate an increase in the volume of passenger movement per mile of line corresponding to the increase in the volume of freight traffic shown in Table 1, though it is impossible to say how far the apparent decrease is attributable to the probably greater than average volume of traffic carried by the lines which it was possible to include in the tabulations for the earlier years.

It will be noted that the average revenue for each passenger per mile carried increased somewhat after 1867, the average for 1871 being the highest shown. No considerable decrease appears to have taken place until after 1878, from which year the downward tendency has been without substantial interruption.

Table 56 contains average rates per passenger per mile for a large number of railways, and is followed by other tables believed to be illustrative of the general trend of charges for passenger service which do not require especial comment.

Table 55 shows the number of miles of railway operated in the United States during each year from 1867 to 1887, inclusive, and the proportion of such mileage represented by the averages under similar headings in Table 54:

TABLE 55.—*Per cent of the railway mileage of the United States represented by averages under similar headings in Table 54.*

Year.	Number of miles operated.	Average number carried per mile of road operated.	Average number carried 1 mile per mile of road operated.	Average mileage of passenger trains per mile of road operated.	Average number carried per 1,000 miles run by passenger trains.	Average number carried 1 mile per mile run by passenger trains.	Average distance carried per passenger.	Average revenue from passengers per mile of road operated.	Average revenue from passengers per mile run by passenger trains.	Average revenue from each passenger carried.	Average revenue from passengers per passenger per mile carried.
1867.....	36,940	44.06	21.59	26.50	24.99	15.56	20.34	45.98	26.50	43.81	21.34
1868.....	39,408	63.15	33.07	46.33	43.84	25.67	32.77	65.95	46.33	63.15	33.07
1869.....	43,510	66.54	42.20	53.61	50.58	36.60	42.20	69.98	53.43	66.36	42.01
1870.....	49,168	71.37	47.44	60.48	55.05	38.09	47.44	78.62	60.25	70.74	47.17
1871.....	55,829	62.49	45.47	58.62	54.80	43.00	45.47	74.77	58.10	61.85	45.29
1872.....	63,268	62.30	44.16	48.06	45.44	34.03	44.00	65.29	48.00	62.24	44.16
1873.....	68,485	71.83	60.33	62.43	59.29	51.53	59.75	74.97	62.43	71.83	60.33
1874.....	71,068	70.81	62.31	63.51	60.05	54.45	61.51	78.04	60.05	67.85	60.54
1875.....	72,675	74.49	62.72	72.65	70.62	61.11	62.72	80.35	71.50	73.33	62.71
1876.....	75,250	77.15	66.36	72.37	68.91	61.99	66.36	86.00	71.71	75.70	65.19
1877.....	77,530	78.04	68.14	71.71	68.35	61.34	68.07	84.84	70.90	75.84	66.77
1878.....	79,958	77.95	71.28	72.60	69.81	65.75	71.00	85.23	71.61	75.72	69.32
1879.....	84,965	69.54	65.32	67.50	64.54	61.91	65.21	77.91	66.42	67.13	63.65
1880.....	89,753	73.56	71.86	72.40	68.51	67.38	71.80	84.51	72.28	73.05	71.63
1881.....	97,859	78.84	75.41	77.56	75.43	73.55	74.95	87.58	77.27	78.58	75.10
1882.....	108,974	80.02	75.62	77.54	74.79	70.82	75.10	88.44	76.92	79.30	75.27
1883.....	118,006	87.89	87.90	87.35	87.23	87.31	87.81	90.31	87.20	87.74	87.75
1884.....	123,568	86.79	86.56	86.38	86.18	85.95	86.42	88.07	86.38	86.79	86.56
1885.....	126,275	82.16	80.78	77.84	77.04	75.75	80.70	89.63	77.84	82.03	80.66
1886.....	132,635	79.16	79.03	76.33	74.17	74.25	78.95	88.85	76.33	79.12	79.00
1887.....	144,676	77.92	75.35	75.71	73.33	71.09	75.33	87.64	75.71	77.93	75.35
1888.....	149,902	82.70	81.15	78.81	76.76	75.69	80.96	92.58	78.69	82.58	81.02

TABLE 56.—*Average rates per passenger per mile, in cents.*

MISCELLANEOUS RAILROADS.

Year.	Boston and Maine R. R.	Baltimore and Ohio R. R.	Illinois Central R. R.	Pittsburg, Fort Wayne and Chicago Ry.	New York, New Haven and Hartford R. R.	Boston and Albany R. R.	Louisville and Nashville R. R.	Erie R. R.	Chicago, Rock Island and Pacific Ry.	Allegheny Valley Ry.	Michigan Central R. R.	Long Island R. R.
1850	1.959	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1851	1.739	2.179	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1852	1.759	2.100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1853	1.796	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1854	1.942	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1855	1.976	3.055	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1856	1.999	2.590	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1857	2.016	2.610	2.000	2.438	.....	.....	.....	.....	.....	.....	.....	.....
1858	2.045	2.793	2.499	2.531	1.961	.....	.....	.....	.....	.....	.....	.....
1859	2.015	2.729	2.109	2.558	2.103	2.232	.....	.....	.....	.....	.....	.....
1860	1.976	2.795	2.165	2.646	2.111	2.234	3.628	.....	.....	.....	.....	.....
1861	1.938	.....	2.432	2.493	2.063	2.660	3.596	2.066	.....	.....	.....	.....
1862	1.758	.....	2.012	2.334	1.922	2.519	.....	1.901	.....	.....	.....	.....
1863	1.459	.....	1.750	1.809	1.379	1.863	.....	1.657	2.098	2.349	1.761	1.600
1864	1.095	.....	1.319	1.358	1.145	1.466	.....	1.188	1.661	1.915	1.323	1.415
1865	1.201	.....	1.741	1.583	1.237	1.762	1.371	1.615	1.937	2.287	1.469	1.131
1866	1.621	.....	2.468	2.083	1.637	2.165	2.317	1.607	2.634	2.715	1.922	1.343
1867	1.630	.....	2.798	2.129	1.778	1.955	2.733	1.641	3.132	2.632	1.931	1.384
1868	1.533	.....	2.791	2.017	1.720	1.940	2.845	2.021	2.982	2.437	.....	1.362
1869	1.561	.....	2.914	1.970	1.744	1.974	2.894	2.324	3.047	2.577	.....	1.376
1870	1.803	.....	3.290	2.282	1.978	2.343	3.194	2.470	3.426	2.941	.....	1.599
1871	1.777	.....	3.358	.....	2.021	2.517	3.340	2.396	3.435	2.973	.....	.....
1872	1.704	.....	3.034	.....	2.004	2.275	3.240	1.904	3.229	2.991	.....	.....
1873	1.838	.....	3.097	.....	2.062	2.176	3.102	1.927	3.131	2.726	.....	.....
1874	1.696	.....	2.966	2.301	2.096	2.229	3.412	2.088	3.063	2.985	.....	.....
1875	1.841	.....	2.882	2.107	2.045	2.180	3.219	1.955	2.687	2.736	.....	.....
1876	1.763	.....	2.804	1.830	1.967	2.099	3.018	1.859	2.626	2.667	2.177	.....
1877	1.917	.....	2.942	2.192	2.022	2.174	3.167	1.772	2.772	2.891	2.218	.....
1878	1.934	.....	3.122	2.258	2.096	2.217	3.345	2.158	2.933	2.998	2.375	1.866
1879	1.933	.....	3.066	2.228	2.084	2.137	3.444	2.090	2.971	2.809	2.210	1.573
1880	2.064	.....	2.514	2.156	1.874	2.096	3.476	2.041	2.806	2.732	2.131	.....
1881	1.987	.....	2.164	1.895	1.804	1.970	3.168	2.016	2.666	2.788	2.073	1.913
1882	1.951	.....	2.388	2.024	1.832	1.993	2.706	1.948	2.505	2.732	2.212	1.918
1883	1.971	.....	2.424	2.193	1.909	2.088	2.614	1.673	2.504	2.749	2.217	1.859
1884	1.902	.....	2.225	2.222	1.896	1.908	2.342	2.189	2.572	2.815	2.101	1.749
1885	1.735	.....	2.211	1.569	1.891	1.838	2.103	1.756	2.466	2.580	2.033	1.696
1886	1.802	.....	2.208	2.130	1.868	1.853	2.436	1.890	2.420	2.618	2.143	1.701
1887	1.825	.....	2.268	2.255	1.656	1.880	2.394	2.039	2.328	2.580	2.293	1.699
1888	1.896	1.799	2.197	2.100	1.708	1.976	2.429	1.851	2.312	2.586	2.310	1.715
1889	1.856	1.818	1.927	2.180	1.724	1.869	2.370	1.722	2.285	2.557	2.272	1.731
1890	1.807	1.863	2.022	2.250	1.660	1.858	2.403	1.674	2.149	2.482	2.306	1.729
1891	1.818	1.817	2.073	2.230	1.693	1.818	2.483	1.601	2.322	2.396	2.281	1.731
1892	1.809	1.815	2.101	2.000	1.701	1.828	2.448	1.589	2.308	2.311	2.231	1.732
1893	1.803	1.653	1.999	1.980	1.797	1.835	2.432	1.551	2.095	2.378	2.218	1.733
1894	1.764	1.532	1.925	2.000	1.788	1.794	2.365	1.500	1.891	2.410	2.095	1.731
1895	1.745	1.754	1.995	2.060	1.768	1.770	2.318	1.560	2.146	2.460	2.273	1.716
1896	1.793	1.774	1.979	1.880	1.766	1.752	2.187	a1.641	2.108	2.309	2.250	1.694
1897	1.764	1.737	1.979	2.020	1.800	1.754	2.254	1.543	2.153	2.221	2.254	1.728
1898	1.742	1.695	1.938	2.020	1.771	1.750	2.152	1.548	2.092	2.235	2.195	1.531
1899	1.715	1.737	2.014	2.020	1.800	1.744	2.243	1.536	2.036	2.238	2.204	1.490
1900	1.727	1.818	2.021	2.050	1.776	1.754	2.318	1.540	2.064	2.199	2.179	1.465

a For seven months ending June 30, 1896; for five months ending November 30, 1895, 1.502 cents.

TABLE 56.—*Average rates per passenger per mile, in cents, etc.*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Pennsylvania R. R.	Northern Central Ry.	Chicago, Burlington and Quincy R. R. east of Missouri River.	Chicago, Burlington and Quincy R. R. west of Missouri River.	Georgia R. R.	Southern Ry.	Fitchburg R. R.	Cleveland, Cincinnati, Chicago and St. Louis Ry.	Philadelphia, Wilmington and Baltimore R. R.
1864	1.446	1.650	.....	.....	.....	.....	.....	.....	.....
1865	1.557	1.836	1.512	.....	.....	.....	.....	.....	.....
1866	2.033	2.764	2.495	.....	3.277	3.467	.....	.....	.....
1867	2.074	1.800	2.621	.....	3.280	2.509	1.603	.....	.....
1868	1.926	2.517	2.651	.....	3.117	3.179	.....	2.029	3.440
1869	1.872	2.425	2.695	.....	3.160	3.168	1.696	2.275	3.834
1870	2.167	2.711	2.759	.....	3.475	3.197	1.945	2.477	3.067
1871	2.322	.....	2.748	.....	3.664	.....	2.010	2.626	3.094
1872	2.379	2.723	2.719	.....	3.700	3.155	1.923	2.630	2.712
1873	2.317	2.655	2.697	.....	3.616	3.120	1.820	2.623	2.546
1874	2.349	2.614	2.757	.....	3.692	3.276	1.984	2.451	2.318
1875	2.259	2.402	2.507	.....	3.587	2.992	1.910	2.231	2.695
1876	1.819	1.898	2.364	.....	3.505	2.991	1.864	1.965	2.125
1877	2.185	2.553	2.590	5.499	3.647	3.397	1.947	2.204	2.357
1878	2.277	2.686	2.547	4.959	3.847	3.343	1.969	2.257	2.037
1879	2.253	2.424	2.417	4.072	3.500	3.077	1.888	2.170	2.021
1880	2.222	2.327	2.329	4.245	3.507	3.074	1.885	2.139	1.988
1881	2.152	2.352	2.231	4.078	3.112	2.955	1.820	2.158	1.978
1882	2.249	2.412	2.227	3.954	3.005	2.811	1.715	2.235	2.576
1883	2.297	2.518	2.219	3.630	2.832	2.854	1.790	2.217	2.359
1884	3.258	2.464	2.126	3.414	2.819	3.030	1.651	2.132	2.272
1885	1.950	2.408	2.178	3.066	2.823	.....	1.833	2.091	2.134
1886	2.114	2.386	2.130	2.711	2.790	.....	1.756	2.150	1.987
1887	2.125	2.380	2.255	2.746	2.785	.....	1.890	2.281	1.710
1888	2.111	2.301	2.155	2.595	2.830	2.799	1.978	2.368	2.151
1889	2.076	2.206	2.132	2.642	2.785	2.709	1.957	2.186	2.099
1890	2.094	2.214	2.000	2.608	2.750	2.697	1.915	2.336	2.092
1891	2.070	2.205	2.094	2.658	2.720	2.707	1.869	2.248	2.101
1892	2.028	2.140	2.162	2.663	2.614	2.682	1.916	2.219	2.070
1893	1.968	2.040	2.008	2.492	2.609	2.547	1.869	2.187	2.024
1894	1.993	2.120	1.878	2.444	2.600	2.495	1.851	1.882	2.063
1895	1.971	2.182	2.033	2.542	2.593	2.405	1.819	2.055	2.036
1896	1.950	2.172	2.051	2.537	2.594	2.113	1.769	1.969	1.973
1897	1.958	2.102	2.086	2.631	2.765	2.372	1.811	1.964	1.957
1898	*a* 1.953	2.131	2.083	2.516	2.581	2.317	1.826	1.915	1.890
1899	*a* 1.937	2.034	1.983	2.259	2.534	2.232	1.800	1.841	1.982
1900	1.952	2.156	2.053	2.381	2.278	2.349	1.805	1.938	2.000

a Excludes ferry earnings, Jersey City, N. J.

TABLE 56.—*Average rates per passenger per mile, in cents, etc.*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Chicago, Milwaukee and St. Paul Ry.	Lehigh Valley Ry.	Cincinnati, Hamilton and Dayton Ry.	Central Vermont Ry.	Lake Shore and Michigan Southern Ry.	Maine Central R. R.	New York, Ontario and Western Ry.	Chesapeake and Ohio Ry.	New York Central and Hudson River R. R.	New England R. R.	New York, Pennsylvania and Ohio R. R.	Chicago and Northwestern Ry.
1869	2.897	2.371	2.290	2.755	.....	.....	.....	.....	.....	.....	.....	.....
1870	3.273	2.559	.....	3.054	2.204	3.705	2.675	3.979	1.770	1.468	1.620	2.777
1871	3.322	2.668	2.509	.....	2.503	2.978	2.683	4.037	1.920	1.791	2.359	2.958
1872	3.404	2.579	2.525	.....	2.321	3.142	2.679	3.992	1.863	1.970	2.363	2.941
1873	3.099	2.469	2.155	3.128	2.221	2.893	2.475	3.686	1.799	1.987	2.316	2.755
1874	2.995	2.516	2.410	.....	2.214	2.970	2.616	3.542	1.929	1.931	2.116	2.834
1875	2.690	2.382	1.844	.....	2.088	2.727	2.610	3.231	1.885	1.904	2.015	2.410
1876	2.805	2.026	2.009	.....	1.846	2.699	2.502	3.322	1.693	1.966	1.895	2.275
1877	2.994	2.209	2.022	3.687	2.182	2.847	1.933	3.786	1.953	2.016	2.180	2.429
1878	3.029	2.603	2.024	3.840	2.255	3.008	2.338	3.738	1.978	1.818	2.212	2.471
1879	2.908	2.658	1.978	3.907	2.221	2.983	2.258	3.630	2.044	2.178	2.160	2.789
1880	2.868	2.462	1.902	3.260	2.135	2.799	2.382	2.959	1.999	2.140	2.035	2.667
1881	2.856	2.482	2.204	3.376	1.988	2.707	2.484	2.989	1.862	2.203	1.891	2.530
1882	2.579	2.473	.....	.....	2.156	2.564	2.523	2.605	1.808	2.097	1.991	2.516
1883	2.516	2.452	2.873	.....	2.196	2.532	2.251	2.373	1.986	2.068	2.179	2.459
1884	2.553	2.366	2.252	.....	2.170	2.413	1.958	2.379	1.942	2.018	2.243	2.400
1885	2.563	2.381	2.133	.....	2.058	2.464	1.593	2.270	1.419	1.938	1.688	2.379
1886	2.415	2.397	2.029	.....	2.098	2.471	1.965	2.131	1.845	2.031	1.916	2.361
1887	2.538	2.370	1.971	2.513	2.260	2.470	1.816	2.074	1.989	2.089	1.998	2.285
1888	2.445	2.246	1.935	2.634	2.280	2.440	1.821	2.025	1.967	2.017	1.916	2.281
1889	2.415	2.407	1.848	2.540	2.286	2.399	1.672	1.709	1.932	2.002	1.853	2.290
1890	2.359	2.614	1.921	2.400	2.254	2.479	1.912	2.056	1.910	1.956	1.910	2.165
1891	2.408	2.204	1.928	2.348	2.105	2.385	1.822	2.155	1.905	1.982	1.845	2.201
1892	2.464	2.084	1.859	2.267	2.183	2.370	1.802	2.181	1.887	2.090	1.812	2.165
1893	2.414	1.986	1.763	2.297	2.195	2.327	1.797	1.989	1.832	2.010	1.770	2.095
1894	2.191	2.044	1.874	2.182	2.069	2.254	1.839	1.905	1.857	1.959	.....	1.954
1895	2.411	2.031	1.835	2.233	2.215	2.284	2.064	1.980	1.837	1.949	.....	2.080
1896	2.375	1.943	1.829	2.249	2.148	2.304	2.084	1.952	1.838	a1.964	.....	2.064
1897	2.289	1.987	1.814	2.212	2.108	2.357	2.072	1.980	1.842	1.973	.....	2.053
1898	2.362	1.913	1.801	2.276	2.032	2.232	2.005	1.943	1.806	1.932	.....	2.012
1899	2.337	1.815	1.780	b2.170	2.074	2.268	1.749	1.860	1.766	.....	.....	1.951
1900	2.346	1.803	1.787	2.181	2.223	2.228	1.783	1.973	1.793	.....	.....	2.003

a For ten months ending June 30, 1896; average for two months ending August 31, 1895, 1.871 cents.
b Report of receivers for ten months ending April 30, 1899.

TABLE 56.—*Average rates per passenger per mile, in cents, etc.*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Union Pacific R. R.	Hannibal and St. Joseph R. R.	Mobile and Ohio R. R.	Philadelphia and Reading Ry.	Central R. R. of New Jersey.	Pittsburg, Cincinnati, Chicago and St. Louis Ry.	Pennsylvania Co.	Kansas City, Fort Scott and Memphis R. R.	Norfolk and Western Ry.	West Jersey and Seashore R. R.	Cleveland, Akron and Columbus Ry.	Kansas City, St. Joseph and Council Bluffs R. R.
1870	4.301	2.970	3.868	2.451	2.330	.....	.....	.....	.....	.....	.....	.....
1871	3.775	3.843	.....	.....	2.546	2.716	2.482	5.195	3.496	2.285	3.131	4.378
1872	3.730	3.432	4.023	2.168	2.521	2.538	2.521	3.918	3.188	2.117	3.125	.....
1873	3.541	3.310	3.667	2.153	2.535	2.488	2.453	3.506	3.201	1.953	2.964	3.810
1874	3.394	3.657	4.051	2.292	2.800	2.532	2.466	4.437	3.196	2.060	2.581	3.801
1875	2.878	3.357	3.525	2.136	2.637	2.336	2.280	4.157	3.090	2.099	2.635	3.586
1876	2.974	2.945	3.485	1.737	2.831	2.082	1.981	4.004	3.088	2.157	2.502	3.280
1877	3.140	3.154	3.642	2.039	2.565	2.357	2.352	4.259	3.371	2.319	2.684	3.420
1878	3.226	2.833	4.142	2.004	.....	2.440	2.426	3.927	3.500	2.093	2.543	3.050
1879	.....	2.628	4.162	2.013	.....	2.482	2.357	3.755	3.762	2.016	2.645	2.876
1880	.....	2.780	3.804	2.013	1.936	2.421	2.294	3.371	3.337	1.484	2.591	2.878
1881	3.341	2.611	3.678	2.029	2.685	2.357	2.054	3.374	2.860	1.443	2.628	3.046
1882	3.300	2.761	3.233	1.994	1.862	2.430	2.152	3.194	2.979	1.349	2.450	3.021
1883	3.128	2.921	3.209	1.987	.....	2.457	2.277	2.876	2.983	1.423	2.490	2.921
1884	2.952	2.754	2.705	1.845	.....	2.399	2.288	2.770	2.713	1.450	2.665	3.028
1885	2.749	2.629	2.148	1.810	.....	2.237	1.756	2.614	2.394	1.406	2.315	2.791
1886	2.135	.....	2.614	1.789	.....	2.350	2.206	2.510	2.483	1.385	2.179	.....
1887	2.301	.....	2.714	1.916	1.760	2.415	2.313	2.403	2.566	1.444	2.236	.....
1888	2.248	2.557	2.530	1.971	1.704	2.385	2.258	2.342	2.592	1.452	2.281	2.857
1889	2.135	2.531	2.310	1.923	1.674	2.226	2.225	2.304	2.438	1.447	2.067	2.963
1890	2.045	2.210	2.360	1.895	1.722	2.292	2.228	2.314	2.548	1.449	2.355	2.762
1891	2.059	2.529	2.355	1.870	1.721	2.310	2.220	2.294	2.578	1.498	2.292	2.967
1892	2.104	2.380	2.316	1.931	1.724	2.255	2.176	2.296	2.477	1.411	2.222	2.548
1893	1.987	2.070	2.332	1.891	1.702	2.154	2.098	2.129	2.459	1.416	2.221	2.520
1894	1.758	2.433	2.198	1.862	1.671	1.932	2.010	2.214	2.428	1.473	1.974	2.402
1895	1.962	2.375	2.165	1.733	1.648	2.079	2.085	2.134	2.363	1.424	2.201	2.563
1896	2.075	2.336	2.126	1.669	1.653	1.998	2.094	2.119	2.276	[a]1.383	1.811	2.589
1897	2.101	2.410	2.165	[b]1.675	1.597	2.040	1.958	2.143	2.318	1.353	1.578	2.521
1898	1.945	2.339	2.107	1.645	1.594	2.022	2.079	2.186	2.197	1.322	1.478	2.444
1899	1.941	2.277	2.075	1.623	1.583	1.998	2.051	2.279	2.253	1.391	1.600	1.946
1900	1.968	2.246	1.992	1.611	1.588	2.042	2.086	2.247	2.327	1.360	1.765	2.354

[a] For two months ending June 30, 1896; average for ten months ending April 30, 1896, 1.381 cents.
[b] For five months ending November 30, 1896; average for seven months ending June 30, 1897, 1.674 cents.

TABLE 56.—*Average rates per passenger per mile, in cents, etc.*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Western Maryland R. R.	Western New York and Pennsylvania Ry.	South Carolina and Georgia R. R.	Alabama and Vicksburg Ry.	United R. R. of New Jersey.	Little Miami R. R.	Cleveland and Pittsburg R. R.	Vandalia Line.	St. Louis, Vandalia and Terre Haute R. R.	Atchison, Topeka and Santa Fe Ry.	Flint and Pere Marquette R. R.	International and Great Northern R. R.
1872	3.570	2.679	2.788	4.921	2.518	.....	.....	.....	.....	.....	.....	.....
1873	.....	2.337	2.697	4.915	2.425	2.290	2.677	2.534	2.494	4.476	2.623	4.152
1874	.....	2.374	.....	4.661	2.457	2.226	2.789	2.920	2.730	4.062	2.686	3.912
1875	2.000	2.160	.....	5.033	2.403	2.017	2.721	2.476	1.929	4.132	2.567	3.404
1876	1.828	2.405	.....	.....	2.109	1.815	2.341	2.661	2.185	3.715	2.393	3.248
1877	1.953	3.302	.....	5.367	2.421	2.082	2.771	2.695	2.364	3.158	2.567	3.633
1878	1.875	3.461	.....	5.725	2.510	2.216	2.869	2.696	2.459	3.050	2.674	4.011
1879	1.647	3.077	.....	5.412	2.506	2.234	2.638	2.767	2.563	3.062	2.681	4.111
1880	1.540	2.991	.....	5.056	2.433	2.204	2.616	2.690	2.463	3.347	2.698	3.964
1881	1.555	2.985	2.524	.....	2.333	2.180	2.478	2.468	2.236	2.655	2.681	4.212
1882	1.694	3.994	.....	.....	2.304	2.261	2.494	2.502	2.401	3.390	2.693	3.844
1883	1.603	2.706	.....	.....	2.323	2.282	2.459	2.557	2.448	2.921	2.715	2.935
1884	1.631	2.545	.....	.....	2.058	2.223	2.425	2.507	2.425	2.694	2.699	2.944
1885	1.666	2.591	.....	3.767	1.919	2.093	2.446	2.304	2.187	2.605	2.723	2.846
1886	1.606	2.563	.....	3.191	1.957	2.131	2.402	2.390	2.243	2.246	2.697	2.803
1887	1.661	2.736	.....	2.868	1.953	2.181	2.453	2.447	2.325	2.357	2.740	3.013
1888	1.636	2.701	2.837	2.736	1.934	1.987	2.466	2.335	2.101	2.382	2.685	2.892
1889	1.622	2.579	2.610	2.892	1.920	2.153	2.477	2.285	2.387	2.414	2.623	2.678
1890	1.646	2.449	2.095	2.556	1.919	2.108	2.423	2.370	2.433	2.172	2.552	2.709
1891	1.607	2.398	1.678	2.604	1.908	2.066	2.418	2.448	2.390	2.253	2.484	2.599
1892	1.703	2.315	1.863	2.577	1.872	2.025	2.359	2.410	2.253	2.259	2.410	2.748
1893	1.641	2.177	1.973	2.553	2.068	2.043	2.426	2.336	2.287	2.124	2.329	2.623
1894	1.749	2.200	*a*2.059	2.660	1.860	1.974	2.267	2.269	2.332	1.958	2.346	2.590
1895	1.686	2.185	1.949	2.637	1.861	1.936	2.325	2.408	2.380	2.186	2.314	2.501
1896	1.552	2.107	1.977	2.627	1.868	1.900	2.180	2.321	2.354	2.177	2.191	2.393
1897	1.574	2.099	2.021	2.609	.....	1.790	2.100	2.273	2.402	2.229	2.135	2.407
1898	1.562	2.054	1.895	2.618	.....	1.780	2.150	2.241	2.314	2.194	2.176	2.305
1899	1.572	2.063	*b*1.848	2.568	.....	1.840	2.170	2.523	2.281	2.213	2.231	2.317
1900	1.612	2.000	.....	2.635	.....	1.870	2.140	2.140	.....	2.206	*c*2.121	2.191

a For period July 1, 1893, to May 12, 1894; average May 13 to June 30, 1894, 1.310 cents.
b Report for ten monts ending April 30, 1899, leased to Southern Railway.
c For six months ending December 31, 1899; average for six months ending June 30, 1900, 2.267 cents (Pere Marquette Railroad.)

TABLE 56.—*Average rates per passenger per mile, in cents, etc.*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Chicago and Eastern Illinois R. R.	Grand Rapids and Indiana Ry.	Baltimore and Potomac R. R.	Galveston, Houston and Henderson R. R.	Detroit, Lansing and Northern R. R.	Delaware, Lackawanna and Western R. R.	Wilmington and Northern R. R.	Duluth, South Shore and Atlantic Ry.	Huntingdon and Broad-top Mountain R. R.	Philadelphia and Erie R. R.	Indianapolis and Vincennes R. R.	Cleveland, Lorain and Wheeling Ry.
1873	3.426	2.656	2.785	4.152	2.616	2.887	3.151	4.372	3.088	2.723	3.431	.....
1874	3.449	2.787	2.941	4.594	2.690	2.746	2.948	4.664	2.193	2.778	3.197	3.049
1875	2.960	2.629	2.225	4.194	2.632	2.377	.....	3.852	2.816	2.666	3.164	.....
1876	3.007	2.536	2.244	3.928	2.645	2.713	.....	.....	2.541	2.075	.....	.....
1877	3.017	2.620	3.094	4.102	2.743	2.892	.....	3.935	3.535	2.812	3.158	2.605
1878	2.713	2.766	3.142	4.501	2.626	3.096	2.818	4.118	3.090	2.987	3.302	2.692
1879	2.987	2.622	2.986	4.373	2.562	2.698	2.715	4.230	3.125	2.941	3.433	2.867
1880	2.442	2.647	2.899	4.306	2.578	2.233	2.337	4.214	3.019	2.912	3.359	2.597
1881	2.619	2.586	2.348	3.015	2.696	2.422	2.854	4.150	3.094	2.954	3.025	2.407
1882	2.486	2.679	2.929	3.053	2.590	2.225	2.642	4.235	3.152	3.001	2.741	2.570
1883	2.398	2.613	2.839	2.937	2.643	2.099	2.245	4.164	3.342	3.048	2.700	2.391
1884	2.226	2.538	2.711	2.533	2.558	1.878	2.116	3.699	3.168	2.749	2.579	2.462
1885	2.101	2.491	2.587	2.851	2.570	1.818	2.062	.....	3.017	2.649	2.660	2.382
1886	1.896	2.449	2.551	2.265	2.562	2.112	1.777	3.280	2.958	2.624	2.459	1.906
1887	1.805	2.449	2.579	2.540	2.563	2.181	1.998	3.585	2.965	2.605	2.595	2.092
1888	1.744	2.483	2.607	2.556	2.572	1.783	1.979	.....	2.963	2.570	2.523	2.139
1889	1.716	2.396	2.473	2.407	2.509	1.677	1.815	3.209	3.148	2.510	2.523	2.244
1890	1.643	2.427	2.521	2.502	2.510	1.652	2.169	3.173	.....	2.480	2.580	2.127
1891	1.627	2.447	2.510	2.103	2.417	1.638	1.950	2.964	.....	2.420	2.490	2.292
1892	1.547	2.364	2.512	2.053	2.353	1.598	2.056	3.035	.....	2.340	2.444	2.248
1893	1.582	2.414	2.320	1.880	2.317	1.603	2.076	3.196	.....	2.400	2.421	2.112
1894	1.511	2.412	2.530	1.949	2.220	1.576	2.283	2.853	.....	2.400	2.394	2.377
1895	1.549	2.321	2.360	1.772	2.202	1.566	1.798	2.864	2.799	2.370	2.417	2.350
1896	1.496	2.214	.....	2.266	*a*2.161	1.575	1.931	2.879	2.466	2.390	2.310	1.926
1897	1.489	2.165	.....	1.675	*b*1.987	1.558	1.777	2.664	.....	2.350	2.300	1.890
1898	1.540	2.104	.....	2.159	.....	1.531	1.735	2.764	2.488	2.310	2.200	1.891
1899	1.555	2.113	.....	2.894	.....	1.492	1.666	2.726	2.477	2.330	2.340	1.788
1900	1.548	2.114	.....	2.675	.....	1.506	*c*1.718	2.727	2.465	2.350	2.270	1.749

Year.	Pittsburg, Youngstown and Ashtabula R. R.	Buffalo, Rochester and Pittsburg Ry.	Cumberland Valley R. R.	Cincinnati and Muskingum Valley R. R.	Chicago and Alton R. R.	Delaware and Hudson Co.	Minneapolis and St. Louis R. R.	Chicago and West Michigan Ry.	Texas and Pacific Ry.	Green Bay and Western R. R.	Wisconsin Central Ry.	Columbus, Hocking Valley and Toledo Ry.
1874	3.594	2.422	2.470	2.618	2.949	4.187	3.556	3.744	.....	.....	.....	.....
1875	2.512	2.353	2.283	2.529	2.755	3.521	3.599	2.632	3.847	2.896	2.939	.....
1876	2.529	2.328	2.300	2.483	2.614	.....	.....	2.653	3.476	.....	3.090	2.520
1877	2.699	2.309	2.645	2.511	2.798	3.991	3.594	2.849	3.551	3.523	3.230	2.630
1878	2.781	2.622	3.061	2.648	2.795	3.317	3.677	2.982	3.895	3.732	3.389	2.771
1879	2.769	2.586	2.892	2.584	2.417	3.393	3.260	.....	3.915	3.257	3.320	2.570
1880	2.689	2.513	2.866	2.629	2.076	3.914	3.242	.....	3.987	3.216	3.183	2.445
1881	2.709	2.628	2.281	2.687	1.828	3.299	3.034	2.873	3.251	3.515	3.320	2.573
1882	2.750	2.710	2.315	2.660	1.951	3.309	2.505	2.626	3.592	3.953	.....	2.560
1883	2.622	2.495	2.313	2.681	2.141	2.815	2.670	2.778	2.929	4.049	3.069	2.548
1884	2.389	2.488	2.094	2.621	1.900	2.757	2.544	2.786	2.874	3.531	2.982	2.534
1885	2.589	2.579	2.462	2.638	2.026	2.686	2.477	2.578	2.571	3.500	.....	2.516
1886	2.466	2.539	2.427	2.459	2.023	2.577	2.277	2.521	2.644	3.537	2.710	2.408
1887	2.268	2.765	2.462	2.539	2.062	2.535	2.442	2.617	2.625	3.285	2.406	2.279
1888	2.171	2.599	2.202	2.550	2.123	2.535	2.400	2.612	2.572	2.969	.....	2.237
1889	2.196	2.318	2.564	2.419	2.128	2.519	2.390	.....	2.755	2.772	1.984	2.069
1890	2.132	2.428	2.300	2.497	2.004	2.363	2.231	2.133	2.715	2.877	2.050	2.504
1891	2.274	2.246	2.215	2.559	2.205	2.338	2.162	2.497	2.664	2.567	2.307	2.443
1892	2.322	2.268	2.141	2.528	2.043	2.316	2.280	2.351	2.610	2.804	2.314	2.307
1893	2.716	2.275	2.123	2.509	1.981	2.280	2.426	2.373	2.603	2.728	2.168	2.323
1894	2.322	2.176	2.056	2.463	1.776	2.229	2.284	2.196	2.403	2.700	2.520	2.234
1895	2.277	2.155	2.126	2.477	2.119	2.249	*d*2.375	2.159	2.511	2.545	2.276	2.091
1896	2.240	2.155	2.115	2.327	2.117	2.232	2.111	2.105	2.529	*e*2.428	2.223	1.996
1897	2.050	2.137	2.111	2.236	2.116	2.182	2.027	2.139	2.543	2.787	2.202	1.620
1898	1.990	2.140	2.090	2.360	2.058	2.259	1.905	2.108	2.388	2.444	1.970	1.626
1899	2.020	2.094	2.023	2.167	2.055	2.184	1.986	2.042	2.449	2.598	2.026	*f*1.880
1900	2.180	2.105	2.079	2.082	1.908	2.299	2.022	*g*1.817	2.319	2.374	2.026	*h*1.859

a For three months ending June 30, 1896; average for nine months ending March 31, 1896, 2.087 cents.
b For six months ending December 31, 1896; average for six months ending June 30, 1897, 2.212 cents.
c For seven months ending January 31, 1900.
d For eight months ending June 30, 1895; average for four months ending October 31, 1894, 2.283 cents.
e For period July 1, 1895, to June 9, 1896; average June 10 to June 30, 1896, 3.152 cents.
f Report of receiver for eight months ending February 28, 1899.
g For six months ending December 31, 1899.
h Hocking Valley Railroad.

TABLE 56.—*Average rates per passenger per mile, in cents, etc.*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Detroit, Grand Haven and Milwaukee Ry.	Evansville and Terre Haute R. R.	St. Louis and San Francisco R. R.	Burlington, Cedar Rapids and Northern Ry.	St. Paul and Duluth R. R.	Iowa Central Ry.	Pittsburg and Lake Erie R. R.	Cleveland and Marietta Ry.	Wabash R. R.	Lake Erie and Western R. R.	Savannah, Florida and Western Ry.	Peoria, Decatur and Evansville Ry.	Seaboard and Roanoke R. R.
1876	2.529	3.431	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1877	2.674	3.375	4.276	3.230	3.957	.....	.....	.....	.....	.....	.....	.....	3.763
1878	2.752	3.563	3.900	3.349	.....	3.244	.....	.....	.....	.....	.....	.....	3.748
1879	2.775	3.580	3.701	3.364	3.626	3.274	2.670	2.178	.....	.....	.....	.....	3.796
1880	2.73	3.264	3.568	3.183	3.164	4.152	2.423	.....	2.398	2.862	2.618	3.000	3.821
1881	2.596	3.000	3.591	2.837	.....	3.265	2.457	2.420	2.238	2.986	2.610	3.374	2.970
1882	2.575	2.678	3.679	2.344	3.804	.....	2.244	.....	2.373	2.478	2.525	2.713	2.585
1883	2.543	2.591	3.255	2.323	3.260	3.198	2.293	.....	2.498	2.439	2.902	2.661	2.957
1884	2.560	2.665	2.870	2.544	3.021	2.872	2.241	.....	2.366	2.543	3.150	2.635	2.860
1885	2.666	2.648	2.818	2.439	3.091	2.842	2.202	2.487	2.314	2.880	2.879	2.688	1.594
1886	2.517	2.603	2.631	2.362	2.606	2.815	2.148	2.542	2.186	2.898	2.961	2.629	2.860
1887	2.517	2.662	2.598	2.475	2.568	2.696	2.240	1.201	2.212	2.550	2.928	2.679	1.590
1888	2.376	2.677	2.520	2.485	2.673	2.769	2.114	2.004	2.152	2.565	2.956	3.163	3.434
1889	2.362	2.562	2.530	2.601	2.300	2.525	2.166	2.593	2.198	2.360	2.887	2.645	2.663
1890	2.377	2.712	2.461	2.615	2.196	2.526	2.303	2.461	2.130	2.481	2.644	2.625	2.693
1891	2.351	2.638	2.579	2.494	2.300	2.529	2.219	2.740	2.178	2.452	2.595	2.744	2.710
1892	2.284	2.604	2.450	2.579	2.320	2.575	2.134	2.693	2.057	2.419	2.605	2.564	2.768
1893	2.372	2.238	2.401	2.679	2.301	2.534	1.902	2.619	2.009	2.396	2.571	2.762	2.819
1894	2.358	2.043	2.305	2.547	2.285	2.545	1.901	2.608	1.877	2.296	2.632	2.726	2.572
1895	2.327	2.206	2.391	2.629	2.270	2.479	1.836	2.473	2.146	2.457	2.290	2.342	1.973
1896	2.290	2.103	2.380	2.570	2.181	2.498	2.003	2.404	2.038	2.372	2.312	2.394	1.966
1897	2.231	2.053	2.362	2.606	2.023	2.386	1.945	2.261	2.087	2.247	2.267	2.408	2.086
1898	2.041	2.345	2.188	2.459	2.014	2.426	1.908	2.427	1.957	2.059	2.269	2.235	1.843
1899	2.021	2.399	2.066	2.327	1.933	2.354	1.982	2.407	1.897	2.051	2.562	2.471	1.645
1900	2.215	2.442	2.080	2.506	2.055	2.373	1.950	[a]2.286	1.913	1.941	2.625	2.391	2.067

Year.	Missouri Pacific Ry.	Denver and Rio Grande R. R.	Missouri, Kansas and Texas Ry.	Fall Brook Ry.	Des Moines, Northern and Western R. R.	Northern Pacific Ry.	New York Susquehanna and Western R. R.	Chicago, St. Paul, Minneapolis and Omaha Ry.	Great Northern Ry.	Ann Arbor R. R.	Chicago, Indianapolis and Louisville Ry.	Toledo and Ohio Central Ry.
1880	2.859	8.052	3.308	3.443	4.356	3.892	.....	.....	.....	.....	.....	.....
1881	2.490	5.561	3.284	.....	4.184	.....	1.906	2.440	3.230	2.699	.....	.....
1882	2.272	5.123	2.636	3.227	.....	3.338	1.852	2.450	2.920	2.905	2.652	2.548
1883	2.653	3.591	2.970	3.074	.....	3.859	2.010	2.580	2.987	2.413	2.171	2.743
1884	2.539	4.328	2.954	3.002	.....	3.657	1.970	2.450	3.108	.....	2.174	2.458
1885	2.440	4.160	2.912	3.057	.....	3.318	1.765	2.748	2.940	2.815	2.127	2.301
1886	2.337	3.076	2.778	2.969	.....	3.023	1.596	2.600	2.521	2.716	1.981	2.264
1887	2.369	3.090	2.768	2.897	.....	2.732	1.562	2.620	2.242	2.670	2.041	2.149
1888	2.446	2.996	2.742	2.439	2.797	2.737	1.522	2.592	2.400	2.637	2.053	2.099
1889	2.249	2.682	2.826	2.402	2.651	2.491	1.515	2.521	2.571	2.737	2.098	2.112
1890	1.990	2.721	2.740	2.360	2.849	2.554	1.498	2.483	2.400	2.646	2.266	2.319
1891	2.239	2.665	2.810	2.368	2.720	2.637	1.508	2.532	2.279	2.650	2.374	2.268
1892	2.224	2.742	2.724	2.374	.....	2.725	1.456	2.521	2.464	2.631	2.047	2.122
1893	2.111	2.228	2.744	2.311	2.310	2.640	1.395	2.548	2.525	2.568	1.895	2.287
1894	2.075	2.150	2.349	2.370	2.253	2.463	1.391	2.387	2.361	2.505	1.529	2.202
1895	2.136	2.316	2.348	2.317	[b]2.106	2.771	1.325	2.533	2.551	2.490	2.163	1.921
1896	2.046	2.166	2.306	2.306	2.211	2.721	1.318	2.490	2.592	[c]2.407	2.065	2.015
1897	2.167	2.320	2.319	2.290	2.391	[d]2.801	1.288	2.391	2.510	2.184	2.041	1.954
1898	2.071	1.950	2.144	2.311	2.071	2.223	1.241	2.467	2.133	2.236	1.925	1.852
1899	1.979	2.117	2.358	[e]2.238	2.194	2.283	1.157	2.301	2.125	2.101	1.867	1.840
1900	2.040	1.968	2.272	.....	.....	2.349	1.148	2.397	2.322	2.269	1.991	1.798

a For six months ending December 31, 1899.
b For eight months ending February 28, 1895; average for four months ending June 30, 1895, 2.165 cents.
c For eight months ending June 30, 1896; average for four months ending October 31, 1895, 1.871 cents.
d For ten months ending June 30, 1897; average for two months ending August 31, 1896, 2.475 cents.
e Figures cover operations for ten months ending April 30, 1899.

TABLE 56.—*Average rates per passenger per mile, in cents, etc.*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Gulf Colorado and Santa Fe Ry.	Fort Worth and Denver City Ry.	Cincinnati, New Orleans and Texas Pacific Ry.	Cleveland, Canton and Southern R. R.	Toledo, St. Louis and Kansas City R. R.	New York, Chicago and St. Louis R. R.	Louisville, Evansville and St. Louis Consolidated R. R.	Atlantic and Pacific R. R.	Norfolk and Southern R. R.	Central of Georgia Ry.	Oregon R. R. and Navigation Company.	Vicksburg, Shreveport and Pacific R. R.
1881	2.760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1882	3.820	1.134	2.441	2.054	2.620	.....	.....	.....	.....	.....	.....	.....
1883	3.231	1.446	2.313	2.163	.....	1.995	3.302	5.071	3.018	3.002	.....	.....
1884	3.190	2.664	2.266	2.050	2.081	1.685	2.471	3.447	3.051	.....	3.990	3.979
1885	3.092	2.567	2.180	.....	.....	1.604	2.014	2.599	3.055	2.778	3.508	3.683
1886	3.019	2.612	2.293	2.279	.....	1.659	2.472	1.638	3.184	.....	3.270	3.396
1887	.....	2.554	2.508	2.275	.....	1.714	2.523	1.706	3.303	2.910	3.304	3.437
1888	3.128	2.800	2.446	2.468	2.424	1.699	2.423	1.743	3.327	2.465	2.962	3.439
1889	2.488	2.443	2.317	2.368	2.404	1.832	2.435	1.860	3.078	2.901	2.594	2.682
1890	2.477	2.292	2.248	2.407	2.344	1.776	2.649	1.829	2.992	2.649	2.806	2.654
1891	2.458	2.523	2.339	2.228	2.188	1.510	2.786	1.912	3.068	2.943	2.663	2.677
1892	2.509	2.594	2.242	2.230	1.880	1.575	2.431	2.138	3.277	.....	2.998	2.627
1893	2.457	2.592	2.243	2.152	1.929	1.569	2.736	2.034	3.149	2.807	3.038	2.675
1894	2.358	[a]2.622	2.128	1.971	1.797	1.424	2.142	1.679	3.236	2.729	2.700	2.675
1895	2.187	2.564	2.181	2.012	1.868	1.671	2.351	2.113	3.221	2.647	3.055	2.659
1896	2.039	2.348	1.856	1.730	1.701	1.601	1.911	2.208	3.138	[b]1.504	3.004	2.635
1897	2.110	2.308	2.095	1.393	1.821	1.713	2.075	2.287	3.077	2.343	2.984	2.588
1898	2.192	[c]2.474	1.892	1.551	1.787	1.563	2.052	.....	3.021	2.357	2.807	2.693
1899	2.189	2.452	1.896	1.505	1.876	1.546	2.023	.....	2.954	2.335	2.788	2.567
1900	2.204	2.347	2.105	.....	1.762	1.616	2.077	.....	2.510	2.269	2.701	2.713

Year.	Chicago and Erie R. R.	Alabama Great Southern R. R.	New York, Philadelphia and Norfolk R. R.	Florida, Central and Peninsular R. R.	Wheeling and Lake Erie R. R.	Baltimore and Ohio Southwestern R. R.	Cincinnati, Jackson and Mackinaw Ry.	Chicago Great Western Ry.	St. Louis Southwestern Ry.	Minneapolis, St. Paul and Sault Ste. Marie Ry.	Chicago, Burlington and Northern R. R.	Yazoo and Mississippi Valley R. R.
1884	1.849	2.549	3.859	3.384	2.279	.....	.....	.....	.....	.....	.....	.....
1885	1.607	1.924	2.856	.....	2.339	1.890	3.125	.....	.....	.....	.....	.....
1886	1.640	2.552	2.786	2.895	2.197	2.018	2.020	2.837	2.919	2.879	.....	.....
1887	1.819	2.676	2.755	2.871	.....	1.952	2.150	5.057	2.583	.....	2.281	2.251
1888	1.974	2.591	2.806	2.475	2.190	2.070	2.636	2.360	2.576	3.007	1.934	2.406
1889	1.944	2.401	2.366	2.688	2.207	1.677	2.423	2.232	2.581	2.756	1.592	2.493
1890	1.891	2.332	2.314	2.861	2.265	1.758	2.320	2.015	2.468	2.445	1.353	2.494
1891	1.739	2.401	2.506	2.717	1.859	1.677	2.408	2.201	2.523	2.168	1.556	2.451
1892	1.633	2.295	2.539	2.520	2.223	1.688	2.366	2.195	2.537	2.218	1.723	2.401
1893	1.564	2.216	2.598	2.549	2.542	1.599	2.281	2.253	2.428	2.177	1.910	2.473
1894	1.277	2.127	2.674	2.680	2.401	1.976	2.361	2.033	2.341	2.006	2.035	2.418
1895	1.705	2.272	2.634	2.441	2.314	1.894	2.277	.....	2.340	2.094	2.317	2.288
1896	1.730	2.294	2.602	2.358	2.477	1.712	1.987	2.144	2.272	2.127	2.258	2.467
1897	1.692	2.552	2.563	2.281	[d]2.025	1.833	1.953	2.022	2.301	2.175	2.250	2.612
1898	1.644	2.341	2.510	2.426	1.902	1.731	.....	2.062	2.235	1.838	.....	2.493
1899	1.577	2.282	2.401	2.378	[e]2.213	1.711	.....	2.000	2.315	1.889	.....	2.471
1900	1.649	2.354	2.593	2.653	2.020	1.780	.....	2.031	2.404	2.192	.....	2.540

a For period October 24, 1893, to June 30, 1894; average July 1 to October 23, 1893, 2.435 cents.
b For eight months ending June 30, 1896; average for four months ending October 31, 1895, 2.353 cents.
c Report for six months ending June 30, 1898.
d For six and one-half months ending January 16, 1897; average for five and one-half months ending June 30, 1897, 2.423 cents.
e Report of receivers for ten months ending April 30, 1899.

TABLE 56.—*Average rates per passenger per mile, in cents, etc.*—Continued.

MISCELLANEOUS RAILROADS—Continued.

Year.	Southern Pacific Company.	Nashville, Chattanooga and St. Louis Ry.	Toledo, Peoria and Western Ry.	Kansas City, Memphis and Birmingham R. R.	Rio Grande Western Ry.	Houston and Texas Central R. R.	San Antonio and Aransas Pass Ry.	Colorado Midland Ry.	St. Louis, Chicago and St. Paul Ry.	Union Pacific, Denver and Gulf Ry.
1887	2.232	.....	.....	.....	.....	.....	.....	.....	.....	.....
1888	2.164	2.703	2.570	2.369	.....	.....	.....	.....	.....	.....
1889	2.166	2.753	2.361	2.382	1.694	.....	.....	.....	.....	.....
1890	2.194	2.573	2.464	2.370	2.054	.....	.....	.....	.....	2.474
1891	2.175	2.628	2.744	3.693	2.198	2.598	2.870	.....	1.868	3.186
1892	2.173	2.523	2.435	2.326	2.085	2.687	2.777	3.873	.....	3.230
1893	2.168	2.518	2.483	2.236	1.997	2.795	2.855	2.656	2.459	2.706
1894	1.979	2.507	2.488	2.325	1.724	2.678	2.614	3.682	2.430	*a* 2.842
1895	2.004	2.585	2.439	2.349	2.037	2.585	2.279	3.132	2.121	2.725
1896	1.920	2.149	2.382	2.187	2.016	2.358	2.361	3.057	1.936	2.522
1897	1.957	2.347	2.485	2.464	2.116	2.391	2.264	3.272	1.563	2.681
1898	1.855	1.792	2.487	2.374	1.739	2.334	2.528	2.610	.....	2.476
1899	1.954	2.288	2.478	2.403	1.907	2.297	2.356	2.764	.....	*b* 2.413
1900	1.929	2.496	2.378	2.431	1.933	2.203	2.350	2.872	*c* 1.749	.....

a For period July 1 to December 17, 1893; average December 18, 1893, to June 30, 1894, 2.960 cents.
b Report of receiver for six months ending December 31, 1898.
c For eight months ending February 28, 1900; average for four months ending June 30, 1900, 2.106 cents (Chicago, Peoria and St. Louis Railway of Illinois).

TABLE 57.—*Average rates per passenger per mile, in cents.*

LINES NOW OPERATED BY NEW YORK, NEW HAVEN AND HARTFORD RAILROAD.

Year.	Housatonic R. R.	New Haven and Northampton R. R.	Providence and Worcester R. R.	Boston and New York Air Line R. R.	Danbury and Norwalk R. R.	Shore Line Ry.	New York, Providence and Boston R. R.	Naugatuck R. R.	Old Colony R. R.	Boston and Providence R. R.
1862	.....	.....	.....	.....	.....	.....	.....	.....	2.322	.....
1863	.....	.....	.....	.....	.....	.....	.....	.....	1.735	.....
1864	.....	.....	.....	.....	.....	.....	.....	.....	1.322	.....
1865	.....	.....	.....	.....	.....	.....	.....	.....	1.379	.....
1866	.....	.....	.....	.....	.....	.....	.....	.....	1.721	.....
1867	.....	.....	.....	.....	.....	.....	.....	.....	1.787	.....
1868	.....	.....	.....	.....	.....	.....	.....	.....	1.545	.....
1869	2.613	.....	.....	.....	.....	.....	.....	.....	1.692	.....
1870	4.066	2.789	2.270	.....	.....	.....	.....	.....	1.597	2.144
1871	.....	3.060	.....	.....	.....	.....	.....	.....	2.009	2.188
1872	.....	2.455	2.264	.....	4.694	3.285	2.593	.....	2.006	2.164
1873	3.150	2.730	2.234	.....	3.487	2.750	2.375	2.616	2.044	2.008
1874	2.708	2.683	2.378	.....	2.890	2.733	2.365	2.708	2.064	2.110
1875	2.661	2.593	2.216	3.014	2.904	2.572	2.315	2.634	1.966	2.033
1876	2.580	2.621	2.225	2.882	2.728	2.547	2.378	2.653	2.412	1.935
1877	2.699	2.643	2.243	3.458	2.722	2.883	2.327	2.859	2.383	2.092
1878	2.801	2.314	2.331	2.453	2.727	2.824	2.386	2.836	2.112	1.902
1879	2.797	2.642	2.364	2.498	2.666	2.861	1.872	2.790	2.050	1.829
1880	2.788	2.530	2.334	.....	2.531	.....	1.892	2.830	2.008	1.806
1881	2.768	2.817	2.250	.....	2.379	.....	2.287	2.830	2.146	1.950
1882	2.694	2.295	2.116	4.222	2.530	.....	2.358	2.830	2.098	1.965
1883	2.689	2.363	2.152	.....	2.753	.....	2.216	2.560	2.085	1.885
1884	2.485	2.444	2.128	.....	2.501	.....	2.248	2.389	1.874	1.878
1885	2.499	2.345	2.095	.....	1.928	.....	2.191	2.472	1.796	1.837
1886	2.480	2.273	2.122	.....	2.433	.....	2.135	2.260	1.767	1.869
1887	2.472	2.412	2.117	.....	.....	.....	2.119	1.867	1.556	1.881
1888	2.480	.....	2.078	.....	.....	.....	1.979	.....	1.697	.....
1889	2.435	.....	2.282	.....	.....	.....	1.926	.....	1.828	.....
1890	2.278	.....	.....	.....	.....	.....	1.920	.....	1.820	.....
1891	2.426	.....	.....	.....	.....	.....	1.945	.....	1.821	.....
1892	2.414	.....	.....	.....	.....	.....	1.868	.....	1.795	.....
1893	.....	.....	.....	.....	.....	.....	.....	.....	1.794	.....

TABLE 58.—*Average rates per passenger per mile, in cents.*
LINES NOW OPERATED BY BOSTON AND MAINE RAILROAD.

Year.	Connecticut River R. R.	Manchester and Lawrence R. R.	Boston, Concord and Montreal R. R.	Nashua and Lowell R. R.	Worcester and Nashua R. R.	Eastern R. R. (Mass.)	Connecticut and Passumpsic River R. R.	Northern R. R. (N. H.)	Boston and Lowell R. R.	Concord R. R.
1869	2.380	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	2.689	3.929	1.928	1.985	2.970	1.615	4.397	2.646	.....	.....
1871	2.736	.....	2.160	2.013	.....	1.891	3.328	4.664	2.013	.....
1872	2.627	2.778	1.943	1.933	2.630	1.780	4.162	2.606	1.933	2.449
1873	2.465	2.555	1.962	1.905	2.876	1.602	4.068	2.358	1.905	2.373
1874	2.574	2.814	2.030	1.885	2.862	1.866	3.851	2.525	1.885	2.464
1875	2.414	3.815	1.349	1.850	2.945	1.940	3.994	2.445	1.850	2.462
1876	2.468	3.008	3.376	1.838	2.818	1.783	4.358	2.646	1.828	2.445
1877	2.551	3.345	3.139	1.913	2.707	1.901	3.862	2.655	1.939	2.501
1878	2.708	2.901	3.853	1.924	2.903	2.203	4.440	2.932	1.924	2.599
1879	2.607	2.941	3.495	2.328	2.733	2.049	4.411	2.827	1.904	2.628
1880	2.591	2.893	3.119	2.358	3.160	1.978	3.700	2.576	1.930	2.702
1881	2.526	2.631	3.347	.....	3.047	1.935	3.966	2.563	1.881	2.507
1882	2.484	3.019	3.251	.....	3.126	1.886	3.880	2.283	2.051	2.041
1883	2.368	2.842	3.081	.....	2.787	1.825	3.705	2.632	1.938	1.900
1884	2.379	2.882	3.332	.....	2.740	1.702	3.800	2.473	2.121	2.448
1885	2.347	2.819	.....	.....	2.712	.....	3.468	.....	2.040	2.411
1886	2.420	2.754	.....	.....	2.797	.....	3.534	.....	2.066	2.377
1887	2.419	2.716	.....	.....	.....	.....	3.471	.....	2.130	2.356
1888	2.440	.....	.....	.....	.....	.....	.....	.....	.....	.....
1889	2.401	.....	.....	.....	.....	.....	.....	.....	.....	.....
1890	2.394	.....	.....	.....	.....	.....	.....	.....	.....	.....
1891	2.237	.....	.....	.....	.....	.....	.....	.....	.....	.....
1892	2.112	.....	.....	.....	.....	.....	.....	.....	.....	.....
1893	2.111	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE 59.—*Average rates per passenger per mile, in cents.*
LINES IN NEW ENGLAND NOW OPERATED BY VARIOUS COMPANIES.

Year.	Now operated by—								
	Maine Central R. R., formerly European and North American R. R.	Fitchburg R. R., formerly—			New England R. R., formerly—		Philadelphia, Reading and New England R. R., formerly Connecticut Western R. R.	Central Vermont R. R., formerly—	
		Troy and Boston R. R.	Cheshire R. R.	Boston, Barre and Gardner R. R.	Norwich and Worcester R. R.	Hartford, Providence and Fishkill R. R.		New London Northern R. R.	Ogdensburg and Lake Champlain R. R.
1858	.....	2.993	.....	.....	.....	.....	.....	.....	2.587
1859	.....	3.232	.....	.....	.....	.....	.....	.....	2.698
1860	.....	3.426	.....	.....	.....	.....	.....	.....	2.396
1861	.....	3.161	.....	.....	.....	.....	.....	.....	2.593
1862	.....	2.995	.....	.....	.....	.....	.....	.....	2.378
1863	.....	2.701	.....	.....	.....	.....	.....	.....	1.908
1864	.....	2.346	.....	.....	.....	.....	.....	.....	1.477
1865	.....	2.231	.....	.....	.....	.....	.....	.....	1.835
1866	.....	2.274	.....	.....	.....	.....	.....	.....	2.271
1867	.....	2.329	.....	.....	.....	.....	.....	.....	2.480
1868	.....	3.095	.....	.....	.....	.....	.....	.....	2.487
1869	.....	3.113	.....	.....	.....	.....	.....	.....	2.421
1870	.....	3.520	3.875	.....	2.980	2.775	.....	.....	2.687
1871	.....	3.727	3.419	.....	3.053	.....	.....	3.008	3.002
1872	.....	3.744	2.971	.....	3.063	2.643	3.063	3.760	2.279
1873	.....	3.749	2.884	.....	3.116	2.869	3.135	3.689	2.937
1874	.....	3.778	3.128	2.990	3.406	2.988	3.413	4.000	3.029
1875	.....	3.433	3.020	2.822	3.350	2.841	3.508	3.051	2.948
1876	2.589	3.044	3.077	2.760	3.020	2.579	3.057	3.014	2.255
1877	2.865	2.647	3.089	2.659	2.954	2.516	3.438	2.968	2.690
1878	2.794	2.650	3.240	3.207	2.812	2.719	3.029	3.511	2.876
1879	2.732	2.681	3.383	3.258	2.134	.....	2.799	4.124	2.566
1880	2.468	2.570	3.137	2.721	2.583	.....	2.913	2.853	2.819
1881	2.593	2.580	3.277	3.037	2.801	.....	2.855	3.110	3.483
1882	2.306	2.502	3.239	2.720	2.802	.....	2.846	2.945	2.526
1883	.....	2.550	3.199	2.588	2.761	.....	2.745	3.046	2.568
1884	.....	2.511	3.285	2.588	2.457	.....	2.543	3.080	2.633
1885	.....	2.482	3.052	.....	2.270	.....	2.287	3.182	2.863
1886	.....	2.533	3.088	.....	2.240	.....	2.623	3.008	2.706
1887	.....	.....	3.085	.....	2.195	.....	2.630	2.793	2.754
1888	.....	.....	.....	.....	.....	.....	.....	2.701	.....
1889	.....	.....	2.998	.....	.....	.....	.....	2.755	.....
1890	.....	.....	2.960	.....	.....	.....	.....	2.849	.....
1891	.....	.....	.....	.....	.....	.....	.....	2.753	.....
1892	.....	.....	.....	.....	.....	.....	.....	2.646	.....

TABLE 60.—*Average rates per passenger per mile, in cents.*

LINES IN MIDDLE STATES NOW OPERATED BY VARIOUS COMPANIES.

Year.	Now operated by—														
	New York Central and Hudson River R. R., formerly—		Delaware, Lackawanna and Western R. R., formerly—			Delaware and Hudson R. R., formerly—	Lehigh Valley Ry., formerly—	Philadelphia and Reading R. R., formerly—	Baltimore and Ohio R. R., formerly—	Pennsylvania Company, formerly—				Cleveland, Cincinnati, Chicago and St. Louis Ry., formerly—	
	Utica and Black River R. R.	Rome, Watertown and Ogdensburg R. R.	Oswego and Syracuse R. R.	Syracuse, Binghamton and New York R. R.	Cayuga and Susquehanna R. R.	Rensselaer and Saratoga R. R.	Elmira, Cortland and Northern R. R.	North Pennsylvania R. R.	Central Ohio R. R.	Erie and Pittsburg R. R.	Pittsburg, Cincinnati and St. Louis R. R.	Chicago, St. Louis and Pittsburg R. R.	Jeffersonville, Madison and Indianapolis R. R.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	Indianapolis and St. Louis R. R.
1858	3.051	3.371	2.814	2.900	.....	3.143	.....	.....	.....	.....	.....	.....	.....	.....	.....
1859	2.825	3.376	2.760	2.770	3.389	3.358	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	3.028	3.394	2.050	2.659	3.428	3.287	.....	.....	.....	.....	.....	.....	.....	.....	.....
1861	2.995	3.226	2.658	2.672	3.438	2.996	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862	2.929	3.100	2.616	2.530	3.346	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863	2.324	2.469	1.792	1.900	2.521	2.091	.....	.....	.....	.....	.....	.....	.....	.....	.....
1864	1.970	1.825	1.628	1.447	1.951	1.959	.....	.....	.....	.....	.....	.....	.....	.....	.....
1865	2.126	1.799	1.939	1.500	2.103	2.125	.....	.....	.....	.....	.....	.....	.....	.....	.....
1866	2.671	2.378	2.544	1.863	3.288	2.645	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867	2.714	2.469	2.469	1.900	1.945	2.696	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	2.829	2.197	2.365	1.880	2.840	2.756	.....	.....	.....	.....	.....	.....	.....	.....	.....
1869	2.750	2.510	2.846	2.216	2.931	2.862	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	3.278	2.815	2.968	2.532	3.300	3.270	.....	.....	.....	.....	.....	.....	.....	.....	2.884
1871	3.783	2.915	2.097	2.686	3.724	3.356	.....	.....	.....	3.369	.....	.....	3.073	.....	.....
1872	3.468	2.997	3.312	2.645	3.407	3.425	.....	2.439	.....	3.333	.....	.....	.....	.....	.....
1873	3.336	2.606	2.778	2.708	3.764	3.106	.....	2.420	.....	3.186	2.734	2.487	2.645	.....	3.006
1874	3.520	2.713	3.108	2.788	4.884	.....	.....	2.417	2.894	3.242	2.559	2.545	2.877	2.725	3.038
1875	3.169	2.634	2.956	2.673	3.224	.....	.....	2.269	.....	2.687	2.261	2.446	2.728	2.389	2.984
1876	3.183	2.882	2.586	2.701	2.795	2.622	.....	1.765	.....	2.576	1.895	2.216	2.721	2.387	3.041
1877	3.263	2.574	3.542	3.077	3.276	3.048	3.054	2.203	2.028	2.829	2.316	2.382	2.813	2.516	3.371
1878	3.433	2.877	3.465	3.046	3.451	3.146	2.749	2.295	1.677	3.009	2.402	2.455	2.750	2.568	3.085
1879	3.651	1.863	3.506	3.006	3.093	3.199	2.477	.....	1.724	3.188	2.411	2.507	2.921	2.600	3.030
1880	3.775	2.629	3.216	2.880	.....	2.931	2.617	.....	.....	3.235	2.381	2.431	2.738	2.398	2.732
1881	3.364	2.630	2.450	2.450	.....	2.911	2.770	.....	.....	3.163	2.312	2.386	2.544	2.308	2.359
1882	3.264	2.693	.....	2.200	.....	2.764	2.846	.....	.....	3.097	2.524	2.444	2.347	2.260	2.320
1883	2.999	2.716	.....	2.726	.....	.....	2.608	.....	2.095	2.673	2.602	2.378	2.391	2.312	2.282
1884	2.740	2.636	.....	2.620	.....	.....	2.453	.....	2.050	2.668	2.546	2.321	2.453	2.326	2.066
1885	2.625	2.774	.....	2.591	.....	.....	2.650	.....	.....	2.532	2.209	2.212	2.445	2.226	2.117
1886	.....	2.912	.....	2.545	.....	.....	2.920	.....	2.128	3.160	2.463	2.304	2.440	2.993	2.173
1887	.....	2.506	.....	3.177	.....	.....	2.950	.....	.....	2.577	2.506	2.379	2.557	2.289	2.212
1888	.....	2.458	.....	2.456	.....	2.472	2.871	.....	.....	2.114	2.385	2.300	.....	2.018	2.206
1889	.....	1.965	.....	2.344	.....	2.401	2.642	.....	.....	2.565	2.226	2.077	.....	1.888	1.956
1890	.....	2.295	.....	2.354	.....	2.403	2.600	.....	.....	2.537	2.292	2.319	.....	.....	.....
1891	.....	2.300	.....	2.297	.....	.....	2.389	.....	.....	2.617	2.239	2.259	.....	.....	.....
1892	.....	.....	.....	2.202	.....	.....	2.374	.....	.....	2.595	.....	.....	.....	.....	.....
1893	.....	.....	.....	2.171	.....	.....	2.256	.....	.....	2.625	.....	.....	.....	.....	.....
1894	.....	.....	.....	2.083	.....	.....	2.371	.....	.....	1.946	.....	.....	.....	.....	.....
1895	.....	.....	.....	2.121	.....	.....	2.353	.....	.....	1.986	.....	.....	.....	.....	.....

TABLE 61.—*Average rates per passenger per mile, in cents.*

LINES IN THE SOUTH NOW OPERATED BY VARIOUS COMPANIES.

Year.	Now operated by—											
	Southern Railway, formerly—			Atlantic Coast Line, formerly—			Louisville and Nashville R. R., formerly—				Illinois Central R. R., formerly—	
	East Tennessee, Virginia and Georgia Ry.	Washington and Ohio R. R.	Charlotte, Columbia and Augusta R. R.	Wilmington, Columbia and Augusta R. R.	Wilmington and Weldon R. R.	Northeastern R. R.	Louisville, Cincinnati and Lexington Ry.	Nashville and Decatur R. R.	South and North Alabama R. R.	Mobile and Montgomery Ry.	Chicago, St. Louis and New Orleans R. R.	Chesapeake, Ohio and Southwestern R. R.
1872							3.213					
1873							2.999	4.299	3.265			4.160
1874							2.897	3.731	3.774		3.761	
1875								3.618	3.493	3.791		
1876							2.763	3.500	3.663	3.473		
1877							2.823	3.317	3.052	3.557		
1878	3.797	3.864					2.869	3.508	3.503	3.787	2.873	
1879	3.405	3.665	4.074				2.871	3.933	3.645			
1880		3.667	3.965				2.803	3.625		3.599		4.455
1881		4.122	3.670				2.537	3.195				4.308
1882		3.294	3.640					2.826				
1883	2.808	2.894	3.343	2.775	2.775							2.604
1884	2.782	3.128	3.068	1.945	2.543							2.551
1885	2.529	2.867		2.580	2.577	2.448						2.471
1886	2.548			2.340	2.673							2.463
1887	2.539	2.707			2.585							2.444
1888	2.946											2.389
1889	2.369							2.447	2.460	2.333		2.298
1890	2.460							2.502	2.442	2.307		2.442
1891	2.504							2.438	2.462	2.219		2.382
1892	2.444							2.454	2.458	2.258		2.383
1893	2.371											2.449
1894	2.372											2.461
1895	*a* 2.155											2.351

a For one month ending July 31, 1894; merged in Southern Railway.

TABLE 62.—*Average rates per passenger per mile, in cents.*

LINES FORMING PART OF THE UNION PACIFIC SYSTEM.

Year.	Oregon Short Line and Utah Northern Ry.	Junction City and Fort Kearney Ry.	Kearney and Black Hills Ry.	Omaha and Republican Valley Ry.	Carbon Cut-off Ry.	Solomon Ry.	Salina and Southwestern Ry.	Union Pacific, Lincoln and Colorado Ry.	Brighton and Boulder Branch Ry.	Echo and Park City Ry.	Kansas Central R. R.
1881	5.115	3.754		3.340		3.807	3.988		4.885	4.989	
1882	5.129	3.291		3.329		3.700	3.604		4.313	4.668	3.283
1883	5.371	3.145		3.358		3.131	3.292		4.344	4.459	3.161
1884	4.686	2.957		3.420		3.010	2.353		4.372	4.495	2.979
1885	4.527	2.672		3.022		2.854	2.937		4.961	4.700	2.889
1886	3.729	2.840		2.665		2.931	2.968	2.820	3.689	3.872	2.873
1887	3.045	2.925		2.718		2.990	2.965	2.928	2.809	3.214	2.890
1888	2.423	2.777		2.620		2.867	2.838			3.054	2.772
1889	2.255	2.645		2.518		2.789	2.724	2.777		3.008	2.798
1890	2.541	2.666		2.564	2.140	2.739	2.789	2.689		3.066	2.712
1891	2.452	2.656	2.971	2.527	2.412	2.778	2.774	2.692		3.461	2.769
1892	2.617	2.637	2.963	2.553	2.580	2.701	2.600	2.754		3.453	2.772
1893	2.532	2.655	2.915	2.551	3.886	2.734	2.679	2.790	3.484	3.065	2.746
1894	2.417	2.520	2.716	2.468	5.109	2.551	2.569	2.691	2.906	3.132	2.742
1895	2.701	2.418	2.729	2.344	5.107	2.640	2.618	2.332	3.064	2.730	2.759
1896	2.776	2.562	2.753	2.598	4.629	2.507	2.587	2.485	3.256	3.447	2.735

TABLE 63.—*Interstate rates—all rail.*

From—	To—	Distance in miles.	Time required. 1848.	Time required. 1900.	Rates. 1848.	Rates. 1898.	Rates. 1900.
			Hrs. mins.	*Hrs. mins.*			
Boston, Mass	Albany, N. Y	202	10 00	5 45	$5.00	$4.50	$4.50
Do	Fitchburg, Mass	50	2 30	1 21	1.25	1.25	1.25
Do	Portland, Me	115	5 30	3 00	3.00	2.50	2.50
Do	Providence, R. I	49	2 00	0 56	1.25	1.00	1.00
New York, N. Y	Philadelphia, Pa	91	5 00	2 05	4.00	2.50	2.50
Philadelphia, Pa	Harrisburg, Pa	105	0 00	2 35	4.00	3.15	3.15
Do	Baltimore, Md	96	6 00	2 00	3.00	2.80	2.80
Do	Havre de Grace, Md	60		1 28	2.25	1.77	1.77
Baltimore, Md	Annapolis, Md	26		1 00	1.60	1.00	1.00
Do	Washington, D. C	40		0 45	2.00	1.20	1.20
Do	Frederick, Md	62		2 20	2.50	1.75	1.75
Do	Cumberland, Md	192		5 08	6.50	5.25	5.35

TABLE 64.—*Rates in New England.*

From Boston to—	Via—	Distance in miles.	Rates. 1848.	Rates. 1898.	Rates. 1900.
Salem, Mass	Boston and Maine Railroad	16	$0.40	$0.35	$0.35
Beverly, Mass	do	18	.45	.40	.40
Wenham, Mass	do	23	.56	.52	.62
Ipswich, Mass	do	28	.70	.65	.65
Rowley, Mass	do	31	.80	.74	.74
Newburyport, Mass	do	37	1.00	.90	.90
Portsmouth, N. H	do	57	1.50	1.40	1.40
Saco, Me	do	95	2.90	2.40	2.40
Portland, Me	do	115	3.00	2.50	2.50
Reading, Mass	do	12	.30	.25	.25
Andover, Mass	do	23	.60	.52	.52
Haverhill, Mass	do	33	.85	.75	.75
Exeter, N. H	do	51	1.30	1.20	1.20
Dover, N. H	do	68	1.75	1.60	1.60
Waltham, Mass	Fitchburg Railroad	10	.25	.17	.17
Concord, Mass	do	20	.50	.40	.40
Fitchburg, Mass	do	50	1.25	1.25	1.25
Natick, Mass	Boston and Albany Railroad	17	.45	.40	.40
Worcester, Mass	do	44	1.25	1.00	1.00
Palmer, Mass	do	84	2.25	1.90	1.90
Springfield, Mass	do	99	2.75	2.23	2.23
Westfield, Mass	do	108	2.95	2.43	2.43
Dalton, Mass	do	145	3.90	3.29	3.29
Pittsfield, Mass	do	151	4.00	3.26	3.40

TABLE 65.—*Rates in Pennsylvania.*

From Philadelphia to—	Via—	Distance in miles.	Rates. 1848.	Rates. 1898.	Rates. 1900.
Manayunk, Pa	Philadelphia and Reading Railroad	7	$0.25	$0.15	$0.12
Norristown, Pa	do	17	.40	.50	.45
Phœnixville, Pa	do	28	1.00	.81	.70
Pottstown, Pa	do	41	1.60	1.20	1.00
Reading, Pa	do	59	2.25	1.75	1.75
Hamburg, Pa	do	76	2.90	2.26	2.26
Schuykill Haven, Pa	do	90	3.40	2.47	2.67
Pottsville, Pa	do	94	3.50	2.80	2.80
Paoli, Pa	Pennsylvania Railroad	20	.75	.50	.50
Dowingtown, Pa	do	32	1.00	.81	.81
Lancaster, Pa	do	69	2.50	2.05	2.05
Columbia, Pa	do	81	2.87½	2.40	2.40

TABLE 66.—*Pennsylvania Railroad and connections.*

From New York, N. Y., to—	Rates.					
	First class.			Second class.		
	1882.	1891.	1900.	1882.	1891.	1900.
Pittsburg, Pa	$12.50	$10.50	$10.50	$10.50	$10.00	$10.00
Erie, Pa	11.75	10.35	10.25	.....	.....	.....
Jacksonville, Fla	31.00	29.15	29.15	.....	.....	.....
New Orleans, La	38.00	34.00	34.00	32.75	29.00	29.00
Galveston, Tex	48.50	46.30	45.70	38.75	38.00	41.35
Denver, Colo	57.40	49.90	48.75	49.75	47.90	46.75
San Francisco, Cal	135.30	90.50	81.75	105.00	64.00	69.75
Portland, Oreg	155.30	89.50	81.50	115.00	63.50	69.50

From Washington, D. C., to—	Rates.					
	First class.			Second class.		
	1882.	1891.	1900.	1882.	1891.	1900.
Pittsburg, Pa	$9.00	$8.00	$8.00	$7.50	$7.00	$7.00
Erie, Pa	.....	.....	12.00	.....	.....	11.40
Jacksonville, Fla	27.25	22.65	22.65	.....	.....	.....
New Orleans, La	33.25	27.50	27.50	.....	23.50	23.25
Galveston, Tex	43.75	41.00	39.20	36.25	33.45	35.60
Denver, Colo	54.15	46.65	45.50	47.00	43.15	43.00
San Francisco, Cal	132.80	86.50	78.50	102.50	59.00	66.00
Portland, Oreg	152.80	86.50	78.25	112.50	59.00	66.00

TABLE 67.—*Cincinnati, Hamilton and Dayton Railroad and connections.*

From Cincinnati, Ohio, to—	Rates.			
	1881.	1891.	1898.	1900.
Chicago, Ill	$9.00	$8.00	$8.00	$8.00
Milwaukee, Wis	11.75	11.25	10.55	10.55
Minneapolis, Minn	23.95	20.20	19.50	19.50
San Francisco, Cal	122.75	72.50	66.50	66.50
Fort Wayne, Ind	5.30	4.85	4.85	4.85
Quincy, Ill	13.16	12.45	12.30	12.30
Denver, Colo	45.50	35.45	33.50	33.50
Terre Haute, Ind	6.25	5.55	5.55	5.55
Detroit, Mich	7.75	7.25	7.30	7.30
Montreal, Quebec	22.75	22.25	19.00	19.00
Toronto, Ontario	12.65	12.25	13.85	13.85
New York, N. Y	18.00	16.00	16.00	16.00
Kansas City, Mo	18.50	17.00	16.50	16.50
Niagara Falls, N. Y	11.55	12.25	11.25	11.25

TABLE 68.—*Chicago, Rock Island and Pacific Railway and connections.*

From Chicago to—	Rates.			
	January, 1880.	March, 1887.	February, 1898.	1900.
Joliet, Ill	$1.40	$1.10	$1.06	$1.06
Ottawa, Ill	2.90	2.43	2.36	2.36
Peoria, Ill	5.25	4.35	4.25	4.25
Rock Island, Ill	5.85	5.15	4.97	4.92
Des Moines, Iowa	11.20	10.23	10.15	10.15
Council Bluffs, Iowa	15.50	12.50	12.50	12.50
Kansas City, Mo	15.25	12.50	12.50	12.50
St. Paul, Minn	14.00	11.50	11.50	11.50
Denver, Colo	42.25	31.00	29.50	29.50
Ogden, Utah	81.00	52.50	41.50	42.50
Portland, Oreg	151.25	72.50	61.50	61.50
San Francisco, Cal	116.00	62.15	62.50	62.50

TABLE 69.—*Denver and Rio Grande Railroad.*

From Denver, Colo., to—	Distance in miles.	Rates.								
		1884.	1885.	1886.	1887.	1888.	1889.	1890.	1898.	1900.
Colorado Springs, Colo	75	$4.50	$3.00	$3.00	$2.90	$2.90	$2.90	$2.90	$2.50	$2.50
Pueblo, Colo	118	7.20	5.00	5.00	4.80	4.65	4.65	4.65	3.75	3.75
Canyon, Colo	161	8.90	8.90	8.90	6.80	6.00	6.00	6.00	5.75	5.75
Salida, Colo	217	9.20	9.20	9.20	7.80	6.00	6.00	6.00	6.00	6.00
Buena Vista, Colo	242	11.65	11.00	11.00	8.75	8.00	8.00	6.00	6.00	6.00
Leadville, Colo	277	15.00	12.50	12.50	11.70	9.80	9.80	8.00	8.00	8.00
Gunnison, Colo	290	16.15	15.00	15.00	15.45	13.55	13.55	9.80	8.95	8.95
Montrose, Colo	353	19.45	19.45	19.45	18.90	17.90	17.90	13.55	12.90	12.70
Grand Junction, Colo	425	26.65	26.65	26.65	12.10	11.95	11.95	17.90	15.00	15.00
Alamosa, Colo	250	15.95	15.95	15.95	14.00	13.85	13.85	11.10	11.05	11.05
Del Norte, Colo	282	17.95	17.95	17.95	23.50	20.90	20.90	13.00	12.90	12.95
Durango, Colo	502	30.10	30.10	30.10	25.00	20.90	20.90	20.90	20.90	20.90
Silverton, Colo	547	35.00	35.00	35.00	29.00	29.00	29.00	20.90	20.90	20.90
Salt Lake City, Utah	716	43.90	43.90	43.90	29.00	29.00	29.00	25.00	18.00	18.00
Ogden, Utah	753	43.90	.....	.....	.....	.....	.....	25.00	18.00	18.00

THE DECLINE IN PRICES AND RATES COMPARED.

While this report has been carefully restricted to the presentation of facts, leaving the explanation of those facts and inductions, no matter how fully warranted, to those who care to study the data here arranged and classified, the special facilities enjoyed by this office justify, if they do not demand, the presentation of a few facts which, though not of a primary nature, could not be so readily compiled elsewhere and may be suggestive to those who wish to investigate further the relation between the decline in prices and that in railway rates.

Table 70 shows the relation between the yearly average farm prices of each of the principal crops except cotton, the fluctuations of which during the period immediately subsequent to the war for the preservation of the Union were too violent to permit its use as a basis of comparison, and the average of the prices of the same products for the six years 1867 to 1872, inclusive. The last column shows similar relations for the average rate per ton of freight per mile charged by the railways of the United States as shown in Table 1. This table was made by regarding the average of the prices of each commodity and of railway charges for the six years taken as a basis as 100 per cent and finding the percentage of the average for each year upon that base.

The substantial regularity of the decline in railway rates is especially notable, as is also the fact that for any series of years after the earliest, which may be selected, it is greater than the decline in the price of any crop. In 1900, the last year tabulated, it is seen that the reduction in freight rates exceeds the reduction in price of any of the farm crops, having declined 17 per cent more than in the price of wheat, 33 per cent more than in that of corn, and 36 per cent more than in that of hay.

TABLE 70.—*Percentages of yearly averages on average for the six years 1867 to 1872, inclusive.*

Year.	Farm prices.									Freight rate per ton per mile.
	Corn.	Wheat.	Oats.	Rye.	Barley.	Buck-wheat.	Pota-toes.	Hay.	To-bacco.	
Average 1867-72..	100	100	100	100	100	100	100	100	100	100
1867	117	134	116	124	89	106	116	87	101	105
1868	96	100	109	118	138	105	104	86	100	99
1869	123	71	99	95	90	97	76	87	100	93
1870	102	87	102	91	100	95	114	107	103	103
1871	89	106	95	88	96	100	95	122	95	98
1872	73	103	78	84	87	99	94	111	99	101
1873	91	99	91	87	110	101	115	107	82	88
1874	120	80	123	96	109	98	108	102	127	83
1875	76	83	84	83	94	83	61	92	75	78
1876	70	89	85	76	80	89	109	77	73	67
1877	72	98	74	71	80	90	77	72	.....	70
1878	65	72	64	65	73	71	103	62	60	71
1879	77	102	87	81	75	80	77	80	62	63
1880	81	88	94	94	84	80	85	100	88	67
1881	131	110	121	116	104	116	160	101	103	65
1882	100	81	98	76	80	98	98	83	90	60
1883	87	84	86	72	74	110	74	70	97	66
1884	73	60	73	64	62	79	70	70	88	62
1885	67	71	75	72	71	75	79	74	83	55
1886	75	63	78	67	68	73	82	72	80	55
1887	91	63	80	68	66	76	120	85	114	54
1888	70	85	73	73	75	85	71	75	83	55
1889	58	64	60	52	53	68	62	60	.....	50
1890	104	77	111	78	79	77	133	67	.....	51
1891	84	77	60	96	66	77	63	69	.....	49
1892	81	58	83	67	60	70	116	70	.....	49
1893	75	50	77	64	52	78	104	74	87	48
1894	94	45	85	62	56	75	94	73	73	47
1895	52	47	52	55	43	61	47	72	77	46
1896	44	67	49	51	41	53	50	56	65	44
1897	54	75	55	55	48	56	96	57	.....	44
1898	59	54	67	57	52	60	73	51	.....	41
1899	62	54	65	63	51	75	69	62	.....	40
1900	73	57	68	63	52	75	76	76	.....	40

Table 71 presents comparisons of the average rates charged for transporting wheat and corn from Chicago to New York via the Great Lakes and the Erie Canal during each year from 1867 to 1900, inclusive, with the average export prices of those cereals during the same years. In the third and sixth columns there is shown for each year the number of bushels which could be carried for the export price of one bushel of each of these grains.

Briefly summarized, this table shows a much more rapid decline in the charges for transportation than in the prices of the commodities named. For example, with regard to wheat in 1867, the equivalent of 1 bushel out of every 5.77 bushels received at New York for export was taken by the carriers as compensation for the transportation service east of Chicago. Though fluctuations have been wide, it does not appear that the rate has been relatively so high during any subsequent year, while during 1900 the value of only 1 bushel out of 16.29 was required to meet transportation charges. The export prices shown are from the reports of the Bureau of Statistics of the Treasury Department and the rates from Tables 39 and 42 of this report.

TABLE 71.—*Wheat and corn—export prices and transportation rates compared.*

Year.	Wheat.			Corn.		
	Export price per bushel.	Rate, Chicago to New York by lake and canal, per bushel.	Number of bushels carried for price of one bushel.	Export price per bushel.	Rate, Chicago to New York by lake and canal, per bushel.	Number of bushels carried for price of one bushel.
		Cents.		*Cents.*	*Cents.*	
1867	$0.92	15.95	5.77	0.720	14.58	4.94
1868	1.36	16.23	8.38	.841	13.57	6.20
1869	1.05	17.20	6.10	.728	14.98	4.86
1870	1.12	14.85	7.54	.805	13.78	5.84
1871	1.18	17.75	6.65	.679	16.53	4.11
1872	1.31	21.55	6.08	.618	19.62	3.15
1873	1.15	16.89	6.81	.543	15.39	3.53
1874	1.29	12.75	10.12	.647	11.29	5.73
1875	.97	9.90	9.80	.738	8.93	8.26
1876	1.11	8.63	12.86	.603	7.93	7.60
1877	1.12	10.76	10.41	.560	9.41	5.95
1878	1.33	9.10	14.62	.558	8.27	6.75
1879	1.07	11.60	9.22	.471	10.43	4.52
1880	1.25	12.27	10.19	.543	11.14	4.87
1881	1.11	8.19	13.55	.552	7.26	7.60
1882	1.19	7.89	15.08	.668	7.23	9.24
1883	1.13	8.37	13.50	.684	7.66	8.93
1884	1.07	6.31	16.96	.611	5.64	10.83
1885	.86	5.87	14.65	.540	5.38	10.04
1886	.87	8.71	9.99	.498	7.98	6.24
1887	.89	8.51	10.46	.479	7.88	6.08
1888	.85	5.93	14.33	.550	5.41	10.17
1889	.90	6.89	13.06	.474	6.19	7.66
1890	.83	5.86	14.16	.418	5.10	8.20
1891	.93	5.96	15.60	.574	5.36	10.71
1892	1.03	5.61	18.36	.550	5.03	10.93
1893	.80	6.31	12.68	.530	5.71	9.28
1894	.67	4.44	15.09	.460	3.99	11.53
1895	.58	4.11	14.11	.530	3.71	14.29
1896	.65	5.38	12.08	.380	4.94	7.69
1897	.75	4.35	17.24	.310	3.79	8.18
1898	.98	4.42	22.17	.360	3.83	9.40
1899	.75	5.65	13.27	.390	4.99	7.82
1900	.72	4.42	16.29	.410	4.02	10.20

In the next and concluding table, prices of anthracite coal at Philadelphia are compared with the rates per ton per mile on coal charged by the Lehigh Valley Railway, and the figures of the third and sixth columns show the extreme distance which a ton might have been carried in each year before the transportation charges would have added to the original price more than the price of a ton in Philadelphia. The prices used are from the Statistical Abstract of the Treasury Department and the average rates from Table 10 of this report. Table 72 also shows a decline in the transportation rates to which it refers which is much greater than that in the prices of the commodity to which they are applied.

TABLE 72.—*Prices of anthracite coal compared with rates on coal.*

[Average prices in dollars per ton of 2,240 pounds; rates in cents per ton of 2,000 pounds per mile.]

Year.	Prices at Philadelphia.	Average rate by Lehigh Valley Ry.	Distance carried for price of 1 ton.	Year.	Prices at Philadelphia.	Average rate by Lehigh Valley Ry.	Distance carried for price of 1 ton.
		Cents.	*Miles.*			*Cents.*	*Miles.*
1869	$3.92	1.746	200	1885	$4.10	1.221	300
1870	3.84	1.888	182	1886	4.00	1.150	311
1871	3.99	2.039	175	1887	4.05	1.200	301
1872	3.33	1.791	166	1888	4.21	1.247	301
1873	3.75	1.866	179	1889	4.04	.967	373
1874	4.09	1.994	183	1890	3.925	.863	406
1875	3.82	1.851	184	1891	3.85	.840	409
1876	3.47	1.522	204	1892	3.97	.830	427
1877	2.47	1.287	171	1893	3.90	.837	416
1878	3.19	1.429	199	1894	3.90	.751	464
1879	2.70	1.093	221	1895	3.50	.655	477
1880	4.53	1.426	284	1896	3.50	.682	458
1881	4.53	1.516	267	1897	3.50	.712	439
1882	4.61	1.460	282	1898	3.50	.669	467
1883	4.54	1.411	287	1899	3.75	.655	511
1884	4.42	1.331	297	1900	3.475	.740	419

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